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THE COMPREHENSIVE PLAN FOR MARION, ILLINOIS

1965 · 1985

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THE COMPREHENSIVE PLAN FOR MARION, ILLINOIS

1965 · 1985

This report was prepared by the Greater Egypt Regional Planning and Development Commission as part of an on-going planning program.

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July 15, 1968

The Honorable Robert Butler, Mayor
and Dr. James Felts, Chairman
Marion Planning Commission
City of Marion
Marion, Illinois

Gentlemen:

On behalf of the Greater Egypt Regional Planning and Development Commission, we herewith submit the COMPREHENSIVE PLAN for Marion, Illinois. The document was prepared with the diligent effort of your Plan Commission, City officials, staff of the Regional Commission and other agencies that have a direct interest in the future orderly growth of Marion.

While this document may seem to be the end product of three years of study, deliberation and planning, the document is only one step of many in a continuing on-going program that should become an active part of the city's future. In our present world of constant movement and change, continual reassessment of our efforts to provide for the health, safety and general welfare of our citizens should lead us to a program of better preparing our communities for the future.

The analysis and plans presented here have been based on existing knowledge of present conditions and probable future developments. But with our constantly expanding world base of information and technical breakthrough, our local programs must be prepared to take full advantage of these new developments so that we can provide a better life for the people of our communities.

So with this Comprehensive Plan as a staging point, we on the Regional Commission, hope that the interest and activities generated by this program will continue and that the community will fully partake in the total range of programs of the Regional Commission and others to further its goals of a most prosperous, safe enjoyable community for the future.

For the Commission

Dr. Allen Y. Baker, Chairman

Franklyn H. Moreno,
Executive Director

mn

serving franklin, jackson, jefferson, perry & williamson counties

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City of Marion

The Williamson County Housing Authority

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Chairman and County Board of Williamson County

County Superintendent of Highways

County Superintendent of Schools

Bi-County Health Department

Department of Public Health, State of Illinois

Illinois Department of Public Works, Division of Highways

Illinois Department of Business and Economic Development

And, the many public officials and citizens too numerous to mention who have offered information and suggestions during this phase of the planning program.

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    Thoroughfare Plan
    Land Use Plan
    Community Facilities Plan

BASIC STUDIES

BASIC STUDIES

This section summarizes the Basic Studies phase of the planning program for the City of Marion. The studies to be discussed provide information on the population, economic base, land use and housing, public facilities, central business district and transportation and circulation aspects of the City of Marion. These studies form the basis for the development of a Comprehensive Plan for the City and its environs.

During the past few years, the Marion Planning Commission has worked toward an understanding of the problems of the City and the ways in which these problems can be resolved to create a better community. The interest and work of the members of the Planning Commission, as well as the interest of the City Council, have been instrumental in the success of the planning program during this study phase.

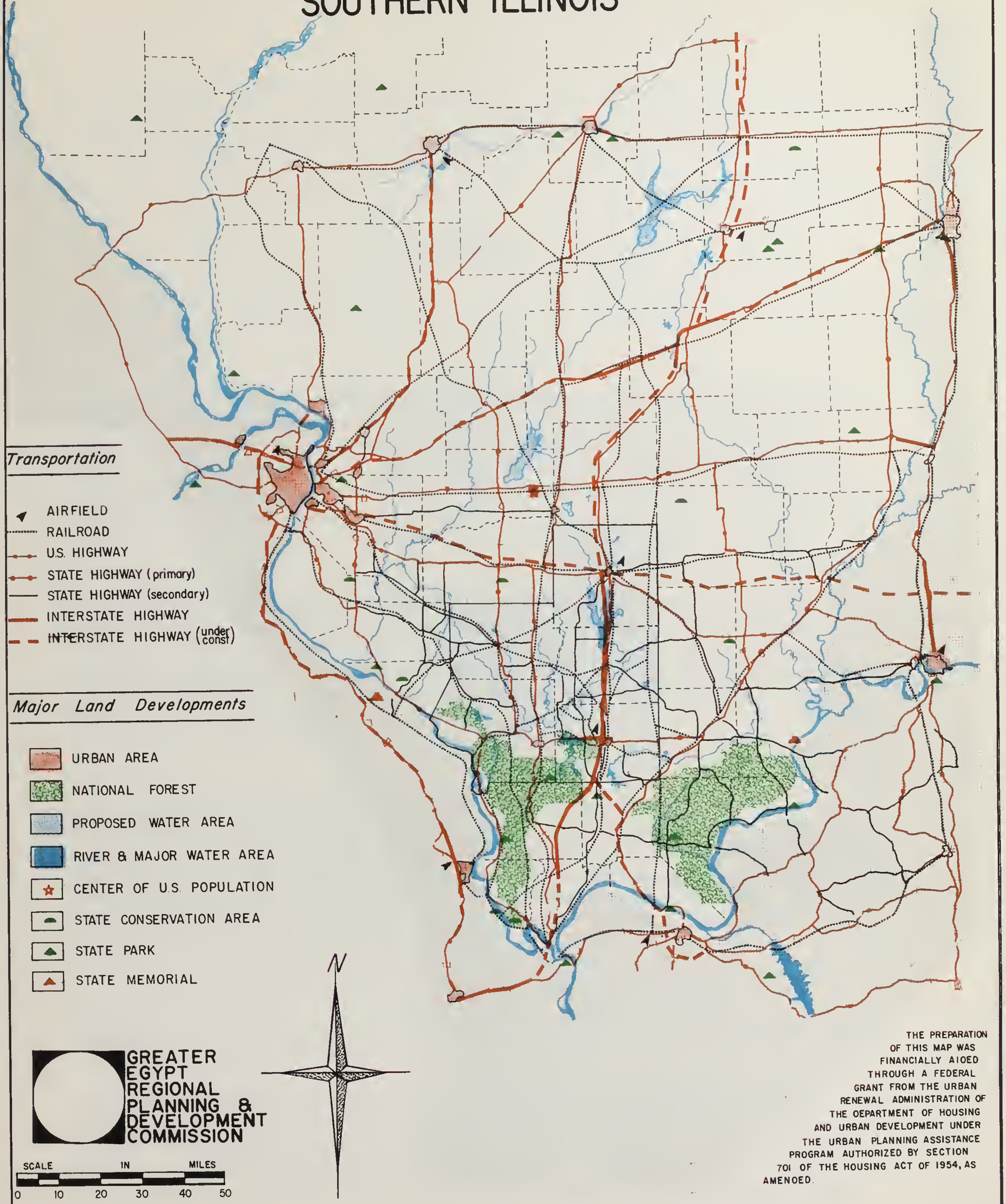
There is constant reference in this report to the relationships of Marion to the Greater Egypt Region, consisting of Franklin, Jackson, Jefferson, Perry and Williamson counties. This constant reference is a result of the fact that part of the developmental potential of Marion is directly associated with changes in the Region's economy. Reference should be made to the reports of the Greater Egypt Region to understand fully the relationships between Marion and the Region.

This section should be considered the initial study phase of a two-phase planning program leading to a Comprehensive Development Plan as presented in the second section of this report. This report, therefore, should be studied and reviewed by the Marion Planning Commissioners to strengthen their knowledge of their community and the ways in which a planning program can help the community reach its developmental potential.

Although the significance of the Region has had great influence on the historic development and will contribute to shaping the destiny of Marion, the Region itself lies within the even larger geographic, economic and cultural sphere of Southern Illinois, Southeastern Missouri and Northwestern Kentucky. The accompanying map depicts the various factors which tie the Region to the surrounding area.

This report also contains several references to the "planning period" which refers to the span of years to 1985. Estimates of needs are on the basis of median population estimates. The plan outlined in this report is, therefore, based on the needs of the expected population in 1985.

SOUTHERN ILLINOIS



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THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

Chapter 1

POPULATION

Introduction

The basic purpose of planning is to provide a desirable physical environment for the people who live within a particular community or area. Therefore, it is necessary to anticipate the future number of people in the community or area, what needs and resources they will have, and how they will utilize their land resources to fulfill their private and public needs.

The studies required to provide this basic information are Population, Economic Base, and Land Use. Population and economic base can be studied as parts of the human factors represented in the planning for the area, while land use deals primarily with the physical factors in the planning area. Land use studies depend upon the studies of population and economic base.

In the planning program of the Greater Egypt Regional Planning and Development Commission, population is the first study investigated and presented. The population study tries to acquaint the citizens of the community with the historic trends and current population characteristics which play a major role in the future development of the community. This chapter examines the history, social characteristics, and current composition of the population of Marion.

History

Prior to 1810 the only Europeans in the Marion area were transients, trappers, and military men. Near that time a settlement was established in Phelps Prairie at Bainbridge, west of Marion on the present Wohlwend Farm, near Westernaire Subdivision. A blockhouse was built for protection against the Indians, and a post office was established.

At that time the area was largely covered with forest, with the exception of the "prairies" of tall grass. The Bainbridge settlement was at the intersection of three important trails: the French Grande Trace to Kaskaskia and Cahokia, the lick road to Equality, and the post road from Kaskaskia to Lusk's Ferry (Golconda).

The original surveys were made in 1809-19, and the area, which was still part of the Northwest Territory, was laid out on Jefferson's Congressional Township System (the section system still used today).

Illinois became a state in 1818, and the Marion area was a part of Franklin County. In 1839 Williamson County was separated, and three residents were appointed as a commission to locate a county seat and survey it into lots. By law, the seat must be on donated land, as close as possible to the center of the county. The center of Williamson County is marked by a stake on the south boundary of the Carnegie Library grounds, and land was donated just north of this point by William Benson. The commissioners placed the courthouse at the top of a knoll and divided lots around it, bounded by the present College, Madison, Union and Van Buren streets. Lots were sold, the money becoming the first operating funds of the county.

Very little of the land had formally been "taken up" at this time, but many of the old names of the Community had already moved in, more or less as squatters.

In 1850 the Arkansas Swamp Act was passed, whereby land was turned over to the various states to be sold (for $2.50 per acre), the proceeds going toward draining swamps in states along the Mississippi River.

At the same time, the Carolinas were becoming crowded by a "population explosion." This pressure, combined with easy land in the west, caused thousands of settlers to move through Cumberland Gap, through Tennessee and Kentucky, to Southern Illinois. The move sometimes occupied several generations. Most of the immigrants crossed the Ohio at Lusk's Ferry (Golconda), and came through Thacker's Gap (Route 34) or Moccasin Gap (the former Illinois Central route between Simpson and Ozard); these were the only routes through the Ozark Hills passable via wagon.

By this time additions to Marion had been made along North Market as far as Calvert Street, and along West Main as far as Court Street. Subsequent plats of the city show the maintenance of this pattern to the present: expansion more to the north and west than to the east and south. The most rapid period of physical growth of the city occurred between 1900 and 1910, when about two-thirds of the present area was added.

Agricultural Period

The incoming settlers cleared the forests and worked the land as small family farms. Coming from the South, they raised crops of corn, cotton, and tobacco. At one time there was a major tobacco market at Crab Orchard, and another at "shakerrag" east of Johnston City. The originally fertile land became worn out by these crops, and by 1880 farming was on the decline. By 1890, when the mining boom started, farming was in serious decline. Many farmers went to work in the mines, and agriculture became a neglected industry until the collapse of the mining industry in 1928 and the onset of the Depression in the 1930's. Many then returned to the farms, resulting in farmers who mined and miners who farmed in order to support their families, still on a small-farm basis.

At this time there was a gradual shift from grains to stock raising, a trend which has continued. Since 1930, farming in the Marion area has increased both in quality in quantity. Through implement and fertilizer supply and produce marketing, farming has become an important source of income from Marion, though still a relatively minor one.

Mining Period

Coal was dug from cliffs near Murphysboro as early as 1810, but the mining boom did not start until 1890. From then on, Marion was a mining town, although, with one small exception, there were never any mines within the City limits.

During this period from 1890 to 1928, Marion had its greatest physical growth, and achieved its greatest population (14,000 in 1928). Miners living in Marion worked in the mines north and east of town, and a number of large coal companies located their home or district offices in Marion. Much of Marion's present capital can be traced to former mine owners or mine managers, paymaster, engineers, master mechanics etc.

The boom collapsed in 1928, and except for a brief flurry during World War II, remained collapsed until the early 1950's. During this period small truck mines on the east side of the county provided some income and employment, but on nothing like the former scale. In the early 1950's large scale strip operations in the area, primarily for utility coal, have brought about production levels approaching the 1920's, but these operations have been very efficient and total employment low, although at very good wage rates. At the present time, coal may be said to occupy a significant, but minor place in the economy of Marion.

Period of Decline

With the decrease in coal mining, Marion entered a period of decline and distress of almost unbelievable proportions. Population dropped from 14,000 in 1928 to 9,033 in 1940. All three banks failed. Business buildings were empty; on North Market Street in a five block length, only two businesses remained open, the Gem Cafe and Heyde's Furniture Store. At one time, half the county population was on relief. During the 1930's citizens had seen the need for diversification of industry. Local money was pledged to attract a piano factory, on the present site of the Bracy warehouse; and a glove factory, on the present site of J. C. Ford Company. Both ventures failed. During the depression a cheese factory operated for a short time, but in this period, Marion had only one industry worthy of the name: the tie plant operated by American Creosoting Company, which employed 25 men on an irregular basis. The only other notable source of employment was the division office of the Central Illinois Public Service Company.

During these tragic days, however, occurred the modest beginnings of four of the present substantial employers: Giles Armature, Blankenship and Kimmel Auto Supply Companies, and Marion Bottling Company. These were started on a "shoestring" basis by local men with local capital. Together they now employ 250 people.

Present Period

The present period can probably be regarded as starting with the location of the Veterans Hospital in Marion and the construction of the Illinois Ordinance Plant in the Crab Orchard Refuge, just west of the City. Both events occurred in 1940. With the onset of World War II, the mines began working again, and employment rose at the Ordinance Plant. Marion was rapidly transformed from serious distress to almost full employment. After the war, the Ordinance Plant closed, but the consequences were cushioned by the presence of the Veterans Hospital, continued activity in the mines, and by the fact that Marion had built an active wholesale and retail industry.

Soon after the war, local groups were able to make the Ordinance area available to private industry as the Ordill Industrial Area, and during the late 40's and 50's a number of industrial firms located there. At one time, the total employment in the various plants was 3000. Many of the original occupants have left, such as Sangamo Electric and Universal Match, but other companies have located in the area. The buildings have deteriorated, and Ordill is not as attractive as formerly, so that total employment has declined and will probably continue to do so.

However, Marion has benefitted from the new Federal Prison, from the rise of Southern Illinois University, from the Norge and Allen plants in Herrin and from recreational use of the Crab Orchard Refuge. Of immense value has been the location in Marion of the General Telephone division office and toll center. Local companies have prospered, and in the mid-1960's Marion finds its economy based on its position as wholesale, retail and division office center at a major highway intersection, markedly assisted by federal and university payrolls, and by industry in Ordill and Herrin. This combination has promoted a steady growth of population, business and residential areas during the last decade. Because of its diversified base this growth will probably conintue. (History written by the Marion Planning Commission.)

Table 1
CHANGE IN POPULATION - 1880-1960

	Marion	% of Change	State of Illinois	% of Change
1880	881	---	3,077,871	----
1890	1,338	51.9%	3,827,352	24.2%
1990	2,510	87.6%	4,821,550	26.1%
1910	7,093	182.6%	5,638,591	17.0%
1920	9,582	35.1%	6,485,280	15.0%
1930	9,033	-5.7%	7,630,654	17.7%
1940	9,251	2.4%	7,897,241	3.5%
1950	10,459	13.1%	8,712,176	10.4%
1960	11,274	7.8%	10,081,158	15.8%

Table 2
AGE OF POPULATION - 1960 CENSUS
Marion, Illinois

	Male	Female	Total	%
Total Population	5,306	5,968	11,274	
Under 5 years	534	507	1,041	9.2
5 to 9 years	460	486	948	8.4
10 to 14 years	460	478	938	8.3
15 to 19 years	337	371	708	6.3
20 to 24 years	228	314	542	4.8
25 to 29 years	314	318	632	5.6
30 to 34 years	341	360	701	6.2
35 to 39 years	365	429	794	7.0
40 to 44 years	390	399	789	7.0
45 to 49 years	335	373	708	6.3
50 to 54 years	252	332	584	5.2
55 to 59 years	280	340	620	5.5
60 to 64 years	260	301	561	5.0
65 to 69 years	240	322	562	5.0
70 to 74 years	207	267	474	4.2
75 to 79 years	165	194	359	3.2
80 to 84 years	90	102	192	1.7
85 years and over	48	73	121	1.1
Median Age	34.7	36.7	35.8	
Under 18 years old	1,698	1,722	3,420	30.4
65 years and over	750	958	1,708	15.2

Age and Sex Characteristics

The age-sex structure of a municipality, county, or region, while determined by migration trends and the rate of natural increase, also determines future population trends. Age groups are attracted to a community by a host of factors, such as the nature of the age structure of the community as it exists. (See Table 2.)

Sex Ratio

The sex ratio at birth in the United States is 105.8 males per 100 females. Although there is a higher mortality among males from date of birth, only after 35 does the differential in the mortality rate increase rapidly. Women at all ages survive in greater numbers and the life expectancy at birth of the female is approximately four years longer than that of the male.

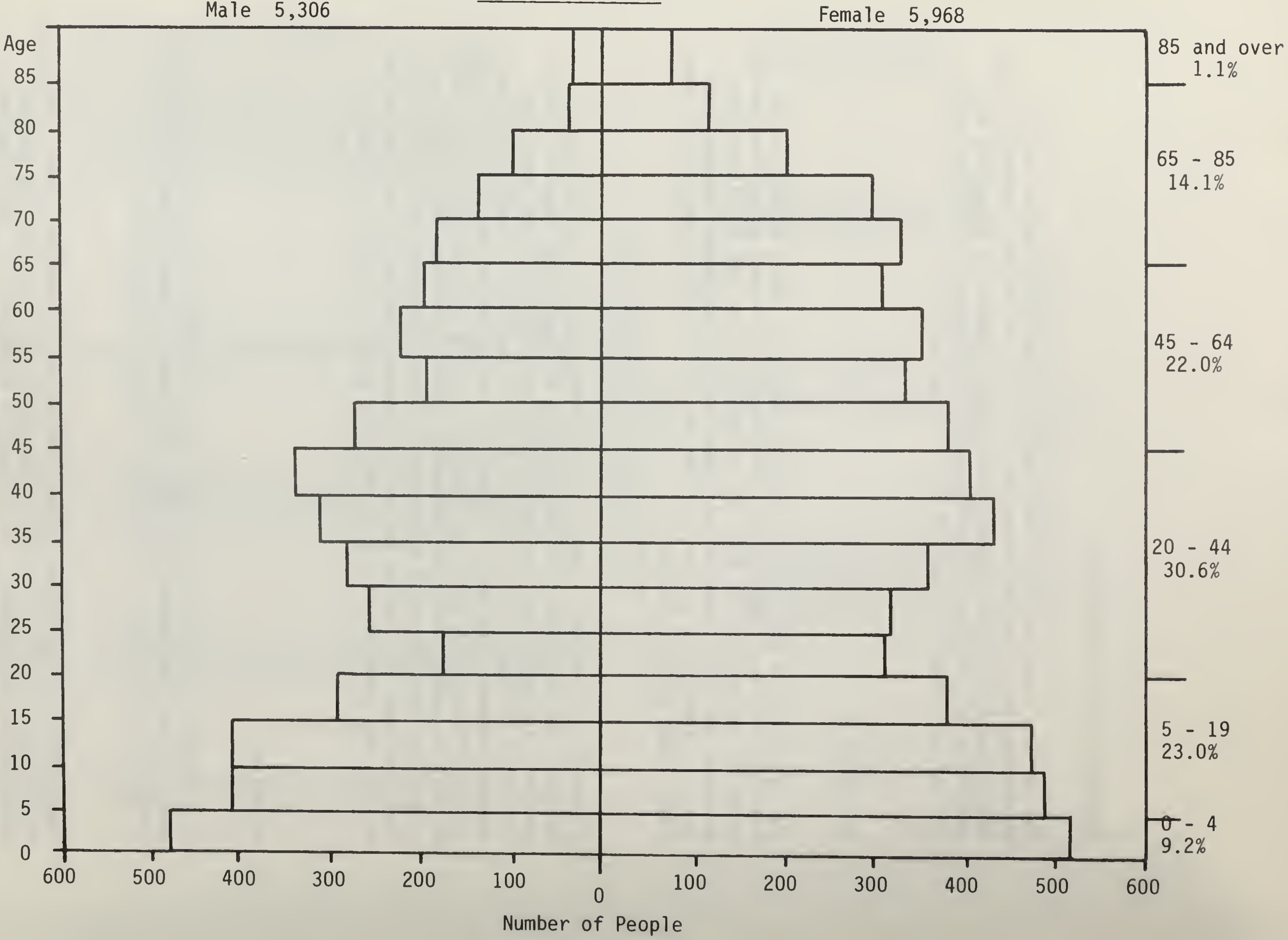
Figure 1 is a graphic example of the differences by sex per age in Marion. The variations of the sexes at different age levels is exaggerated to a degree by the small total population of the community. The major problem is the sharp decline of population among males and females between the ages of 15 and 30. Here the out migration of high school graduates is graphically evident. The indication is that females as well as males leave the community before finishing high school or directly after finishing high school, which indicates the lack of job opportunities for females as well as males. Females as well as males at this age have the choice of working, going to school, or getting married.

Migration

The age-sex structure of a community is determined largely by two factors: first, the amount and type of migration both in and out of the community; and second, the natural increase in population.

Immigration to the United States from foreign countries, once a very significant stimulant to population growth and altering the age-sex structure of the country, is now only a minor factor. This type of migration played a large part in the development of many of the coal

Figure 1
AGE AND SEX POPULATION DISTRIBUTION - 1960
Marion, Illinois



mining towns of Southern Illinois. Great migrations of people moved to the United States from Europe around the turn of the century and found work in the mining and industrial sections of the country. Presently, however, the migration of people between various parts of the United States is undoubtedly the most important cause for differentials in growth rates. The factor can readily be seen in the Greater Egypt Region by population losses from 1950 to the present day. This migration of people also plays an important part in the growth of suburbs around the larger cities of the country.

Most changes in residence are short-distance moves within county boundaries. A special census sample, taken in 1959, gives a general picture of the movements of the American people.[1]

Of the population 18 years and over, only 1.5 percent have always lived in the same house. In a single year between April 1958 and April 1959, 19.7 percent of American families moved to another residence. Approximately 35 percent of the persons who did not move during that period had already moved at least once during the preceding three years.

Among adults the age bracket 20-43 had the highest mobility, with 32.7 percent of this group moving during the course of a single year. Mobility is inversely related to age among children. As childrens' ages increase mobility drops with the highest rate of mobility at 28.2 percent for the 1-4 year olds. Families with school age children move much less often than those with younger children.

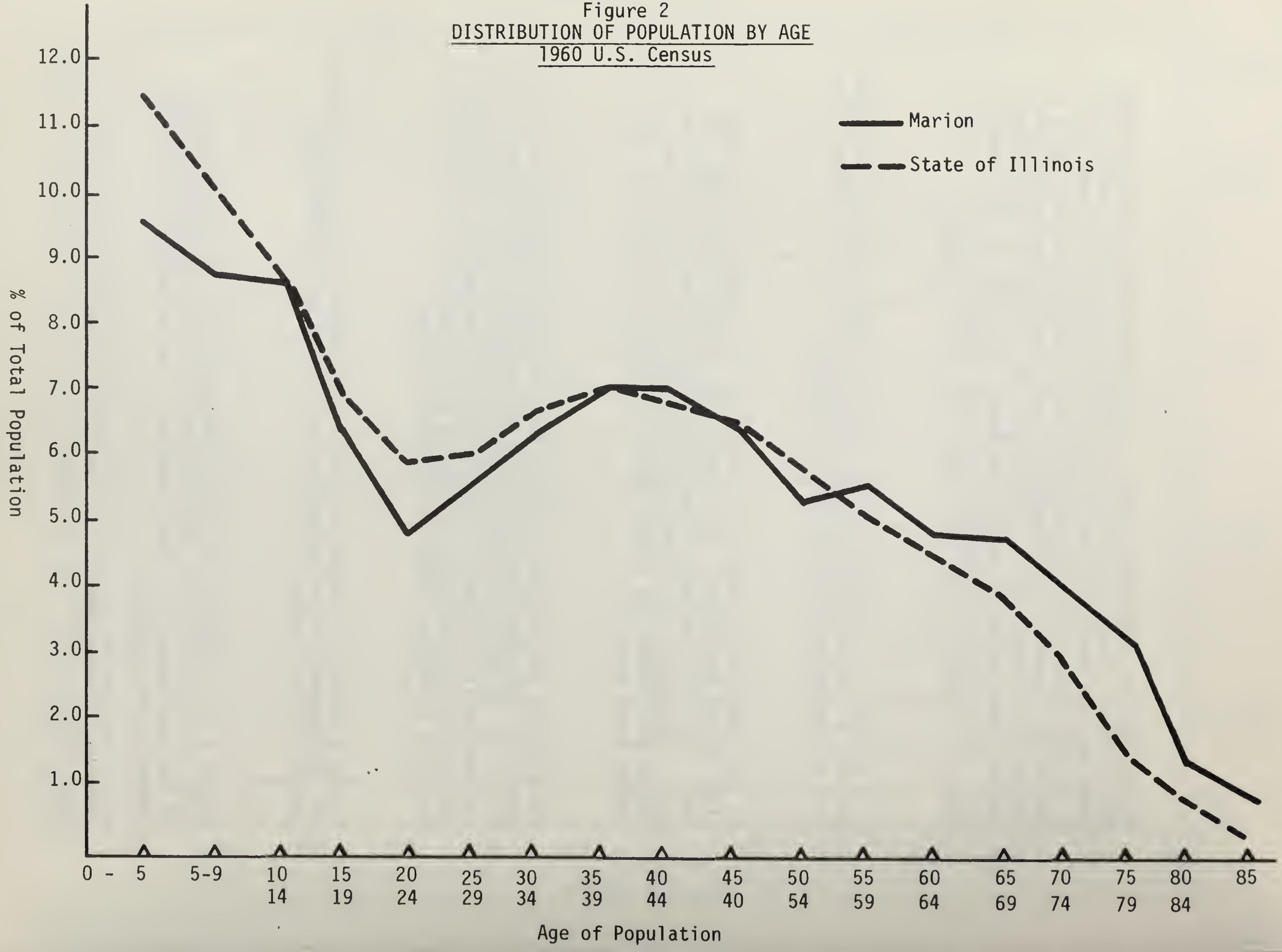
Figure 2 graphically shows the loss of population from ages 15 through 30, that segment of the population most likely to be affected by present mobility trends.

Figure 2 also indicates two major problem areas. One, which has already been discussed, is the out migration of the young adult segment of the population. The other problem is the increasing old age population in the community.

---

[1] Bureau of Census, Mobility of the Population of the United States: April 1958 to April 1959, Washington, D. C.: U. S. Government Printing Office, 1959

Figure 2
DISTRIBUTION OF POPULATION BY AGE
1960 U.S. Census



The percentage of old age population in Marion is higher than that of the State and is definitely part of a regional trend of a high percentage of residents over 65. This is a problem area because of the special kinds of opportunities and facilities this group needs.

Another indication of the trend to an older population in Marion is the median age of the community. In 1960, the median age was 35.8 for Marion and 30.6 for the State of Illinois. The median age is the middle age for the entire population. Fifty percent of the people fall below that figure. Therefore, Marion has an increasing older population and an out migrating young adult population which raises the overall median age for the community.

Another factor in the out migration of people 15 to 30 years of age is that this group is the major child bearing segment of the population. And, as this group (15 to 30) declines as a percentage of the total population, the 0-4 age group proportionately declines also. This factor can be seen graphically on both Figure 1 and Figure 2 of this report.

Table 3

MARION - AGE OF POPULATION

1940 and 1950 Census

		1950		
	1940	Male	Female	Total
Total Population	9,251	4,930	5,529	10,459
Under 5 years	624	479	490	969
5 to 9 years	619	421	425	846
10 to 14 years	754	348	369	717
15 to 19 years	823	304	341	645
20 to 24 years	761	272	344	616
25 to 29 years	790	382	457	839
30 to 34 years	598	385	413	798
35 to 39 years	742	383	399	782
40 to 44 years	636	280	351	631
45 to 49 years	617	322	381	703
50 to 54 years	541	297	298	595
55 to 59 years	500	240	304	544
60 to 64 years	413	239	259	498
65 to 69 years	364	214	260	474
70 to 74 years	221	159	185	344
75 to 84 years	248	181	227	408
85 years and over		24	26	50

Population Forecast

On the basis of trends through 1960, Marion is expected to continue to gain population. This trend will likely continue and accelerate following completion of certain regional developments. As these developments take place and provide more employment, Marion will share in this growth. It should be emphasized at this point that population gains will not occur automatically. Much will depend upon the constructive actions of the community.

Population trends are based upon the rates of births, deaths, migration, annexations, and various economic factors. Figure 3 reflects pictorially estimates of population based on past trends and economic expectations. The low projections indicate a continuance of past trends. The medium and high projections are based primarily on economic expectations made on a Regional basis, as well as continued annexations by Marion of adjacent areas.

It should be emphasized that various unforeseen events of the future may affect the many assumptions upon which the projections have been made. In this event, new assumptions and modified projections must be made. Twnety year projections are less reliable than fifteen year projections, fifteen less than ten, etc.; therefore, the further removed a projection from the base date, the more it is subject to changes in events.

Presently, the Region is experiencing a revitalization of economic activity. The chapter devoted to Economic Base will bear out this fact, especially in regard to Marion. Though expansion reflected in collar volumes does not mention inflation occurring during the period, this factor has been considered.

On the basis of population growth expressed in the median projection, the likely characteristics of Marion's population changes are as follows:

1. As employment opportunities increase, the number of those in the younger age groups (20-39) should increase;

2. The number of older people will increase, but at a less rapid rate; consequently this age group will decrease as a percent of the total population;

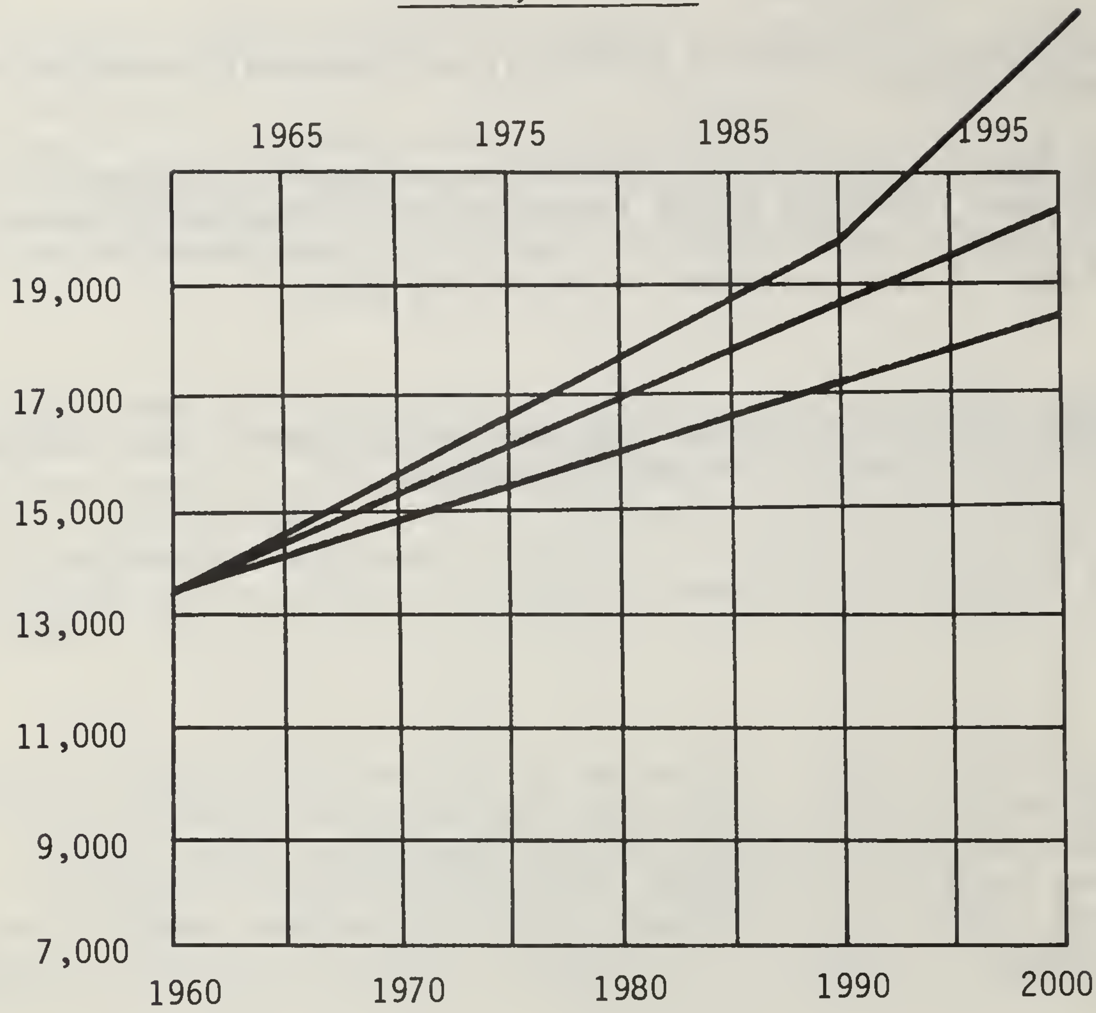
3. The number of persons of elementary and secondary school age will gradually rise;

4. The number of males will increase as employment opportunities increase, providing a more favorable sex ratio, which in turn will have a large bearing on establishing more favorable percentage of each age group in succeeding years.

Recommendations found in other sections of this report have been based upon the projections of the medium forecast.

Figure 3

POPULATION PROJECTIONS 1965-1985-2000
Marion, Illinois



Year	Low	Medium	High	
1960		11,274		
1966		12,241		Special Census December 1967
1970	12,900	13,100	13,300	
1975	13,200	14,000	14,500	
1980	14,000	14,900	15,600	
1985	14,500	15,800	16,800	
2000	16,100	18,200	21,400	

Source: Greater Egypt Regional Planning and Development Commission

Chapter 2

ECONOMIC BASE

Introduction

The pattern of urban development in the planning area is influenced largely by local economic growth and by economic activity in the region, state, or nation. An analysis of the local economy is essential to provide the groundwork for economic development and community improvement. Studies concerning present employment, industrial location, and retail activity provide insight into the functioning of the area. Unless employment opportunities exist in an area, people will leave that area for one with employment opportunity. Such a situation has existed in the Greater Egypt Region for the past thirty-five to forty years.

The current study of the economic base leads to formulating plans for increasing economic activity in the future. Projections can be made as to the nature and requirements of industrial and commercial land uses, labor supply and income, and the future tax base of the planning area. Studies and plans for economic development must be coordinated with other elements of the comprehensive plan.

General Economic Situation

The City of Marion lies in the southeastern section of the Greater Egypt Region. Marion is located in the area of Southern Illinois known as the 'dispersed city'. As indicated in the Regional reports, each community within and adjacent to this urban area depends partially upon the economic growth of the Region for stimulation of local economic activity. Any major change within the Regional economy influences the economic structure within each community.

The 'dispersed city' is roughly delineated by lines connecting Pinckneyville to Benton to Marion to Murphysboro and back to Pinckneyville. In 1960, Robert A. Harper, Chairman of the Department of Geography at Southern Illinois University, spoke of the interrelationship within the 'city' in this manner: "It is our contention that the cluster of population in this part of the coal country of Southern Illinois has many of the characteristics of a dispersed city. We believe that the highways between one city and another are used as major urban arteries and that workers commute from one community to another within the dispersed city to jobs, to stores, to places of recreation and entertainment, and to homes of friends and relatives. State highway flow maps give additional evidence." The significance of the dispersed city idea simply makes mandatory that each city widen its horizon of interest to include this larger 'city.' To a degree, this idea has taken seed and grown. An example of the cooperation aspects of this idea are exemplified by the creation of the Greater Egypt Regional Planning and Development Commission itself. The Commission was formed by the County Boards of the five counties concerned, (Jefferson County being added in early 1967), and each county is equally represented thereon. The Conference of Mayors in the Region is concerned with the many common problems being shared. However, for economic well being the idea should be nurtured further. Many communities in the Region have toned down long standing rivalries which in the past have been a brake to economic development. What is good for the Region is good for the individual communities within the Region. More people are beginning to accept this idea as fact rather than simply as an expression.

Family Income

In studying a local economy, the amount of income per family is an indicator of the existing economic health of the community. It reveals information on public buying power, on the local retail potential, and the ability of families to purchase goods for basis needs and luxuries. It also guides planning for future development of housing, commerce and community facilities.

Table 4 indicates a comparison of Marion family income with incomes of families of the Region and the State of Illinois in 1960. The median family income of Marion compares favorably with that of the four-County Region, but unfavorable with median income for the State of Illinois. Note that bracketed groups constitute approximate quartiles wherein the lower 25% and the upper 25% of each group is separated from the middle 50%. This illustration pictorially compares Marion to the Region and to the State. Marion's median exceeds the Region's by $708.00, but lags behind the state median by $1462.00.

Table 4
FAMILY INCOME

Annual Income in Dollars	State of Illinois			Four County Region			Marion		
	Population	% of Total		Population	% of Total		Population	% of Total	
All Families	2,592,326	100.0		40,779	100.0		3198	100.0	
Under 1,000	100,485	3.9	-22.2%	3,873	9.5	-20.5%	173	5.4	-24.9%
1,000 to 1,999	133,080	5.1		4,491	11.0		358	11.2	
2,000 to 2,999	155,045	6.0		4,992	12.1	-57.2%	266	8.3	
3,000 to 3,999	185,424	7.2		5,068	12.4		293	9.2	-55.2%
4,000 to 4,999	242,125	9.3	-51.2%	5,091	12.5		468	14.6	
5,000 to 5,999	313,224	12.1		4,385	10.7		395	12.3	
6,000 to 6,999	294,643	11.4		3,868	9.5		360	11.3	
7,000 to 7,999	261,091	10.1		2,501	6.1	-22.3%	251	7.8	
8,000 to 8,999	215,230	8.3		2,152	5.3		183	5.8	-19.9%
9,000 to 9,999	162,874	6.3	-26.8%	1,290	3.2		125	3.9	
10,000 to 14,999	367,285	14.2		2,354	5.8		218	6.9	
15,000 to 24,999	118,836	4.6		594	1.4		65	2.0	
25,000 and over	42,984	1.7		190	0.5		43	1.3	

A further comparison of median incomes of various neighboring cities is illustrated on Table 5, since the four-county area figures above reflect rural population as well as the incorporated area.

Table 5
MEDIAN FAMILY INCOME - 1960

Community	Median Family Income
Carbondale	$5662
MARION	$5104
Pinckneyville	$5043
Murphysboro	$4616
West Frankfort	$4528
Benton	$4482
DuQuoin	$4469
Johnston City	$4293
Christopher	$4832

The trend of income in Marion and its comparison to Williamson County and the State is pictured in Table 6, which gives the median income of families and unrelated individuals in 1949 and 1959.

Table 6
MEDIAN INCOME FOR FAMILIES AND UNRELATED INDIVIDUALS

	1949	1959
Marion	$2263	$4385
Williamson County	$2049	$3788
State of Illinois	$3163	$5589

Source: U. S. Census.

In the ten-year period Marion's increase was 93.8%, Williamson County's 84.9%, and Illinois' 76.7%. In growth, Marion led in all three categories which is indicative of a strong positive trend.

Characteristics of Labor Force

Table 7 indicates the 1950 and 1960 employment status of those people age 14 and over in the community. In 1960 males are outnumbered by females in the age group as a whole, but of the labor force (those civilians employed and actively seeking employment) males constitute 64.8% while females make up the remaining 35.2%. These percentages compare to 68.6% and 31.4% for the four-county region, indicating the Marion labor force has more women in this group than does the region as a whole. However, the unemployment percentage is 7.2% for males and 5.7% for females in Marion versus 9.8% and 6.5% for the Region, indicating a lower percentage of unemployment in Marion than in the Region. Referring back to median incomes (Table 6) the contrast with the Region seems incongruous in light of the unemployment picture above. However, higher wage levels in Marion may explain this discrepancy.

Table 7
EMPLOYMENT STATUS - 1950 and 1960

Category	Males 1950	Males 1960	Females 1950	Females 1960	Total 1950	Total 1960
Number of persons 14 years and over	3751	3919	4328	4572	8079	8491
Labor Force	2800	2807	1072	1419	3872	4226
% of Total	74.6	71.6	24.8	31.0	47.9	49.8
Civilian Labor Force	2791	2807	1072	1419	3863	4226
Employed	2554	2604	999	1338	3553	3942
Unemployed	237	203	72	81	309	284
% of Civilian Labor Force Unemployed	8.5	7.2	6.7	5.7	7.8	6.7
Not in Labor Force	951	1112	3256	3153	4207	4265
Inmate of Institution	17	48	9	13	26	61
65 years old and over	117	519	85	790	202	1309
Others (in school, keeping house, etc.)	817	545	3162	3687	3979	4232

The trend of employment status is analyzed by comparing 1950 with 1960. The population increase from 1950 to 1960 increased the number of persons age 14 and over. It is interesting to note that the males in the labor force increased by only 7 during this period, while females in the labor force increased by 347. Larger percentages of women in the labor force have been a national trend during this period. The unemployment percentages decreased for both males and females.

Types of Employment

Table 8 indicates the employment within the various occupational groups for 1950 and 1960. Table 9 lists the number of persons employed in the various industry groups in 1950 and 1960.

Tables 10 and 11 are somewhat interrelated and various trends may be noted after an examination of the same group of people viewed from a different perspective.

Marion is more fortunate than most smaller communities in the Region insofar as employment opportunities are more diversified. Reliance on any one major employer is considered a very narrow economic base. The diversification protects Marion from fluctuations resulting from any one major source of employment. Tables 8 and 9 reflect this diversification. As indicated on Table 9, the drop of employment in mining has been offset by increases in manufacturing. Increased mechanization of the coal industry to meet the competition of other fuels is the major reason for diminishing employment in the mining industry. However, with the advent of new manufacturing industry within close proximity to Marion, the employment situation has been greatly relieved.

Commuting

The commuting pattern of employed Marion residents in 1960 indicates that 83.7% work in Williamson County. Place of work for 6.7% was not reported, and the remaining 9.6% commuted to neighboring counties and as many as 4.8% of the total commuted to neighboring regional counties of Jackson and Franklin counties. Tables 10 and 11 portray where these people work and the mode of transportation used.

Table 8
EMPLOYMENT BY OCCUPATION GROUPS

Occupation	Male 1950	Male 1960	Female 1950	Female 1960
Professional or kind	221	251	137	188
Farmers, Farm workers	22	9	3	4
Managers, Office Proprietor excluding farm	384	335	50	67
Clerical, sales and kind	422	469	389	523
Craftsmen, foremen and kind	519	537	11	38
Operative and kind	644	522	181	175
Private Household	---	4	59	93
Service, excluding private household	193	187	149	168
Laborers, excluding farm and mine	134	135	14	4
Occupation not reported	15	155	6	78

Totals

	Male	Female	Total
1950	2,554	999	3,553
1960	2,604	1,338	3,942

Table 9
EMPLOYMENT BY MAJOR INDUSTRY GROUPS - 1950-1960

Industry Group	No. Employed 1950	No. Employed 1960	% Employed 1950	% Employed 1960	% Change 1950-60
Agriculture	31	17	.87	.43	-45.2
Mining	466	232	13.12	5.89	-50.2
Construction	253	307	7.12	7.79	+21.3
Manufacturing	440	765	12.38	19.42	+73.9
Transportation & Communications	268	228	7.54	5.79	-15.0
Utilities & Sanitary Services	123	117	3.46	2.97	- 4.9
Wholesale and Retail	921	839	25.92	21.29	- 8.9
Finance, Real Estate & Ins.	102	133	2.87	3.38	+30.4
Business Service	20	22	.56	.56	+10.0
Personal Service	487	504	13.71	12.79	+ 3.5
Entertainment	37	38	1.04	.96	+ 2.7
Professional	243	402	6.84	10.20	+65.4
Public Administration	140	152	3.94	3.86	+ 8.6
Not Reported	22	184	.62	4.67	+736.4
Totals	3553	3940	100.00	100.00	+10.9

Table 10
MARION EMPLOYMENT COMMUTING PATTERN - 1960

Place of Work	Number of Persons	% of Total
Williamson County	1,359	83.7
Franklin County	36	2.2
Saline County	12	.7
Pope County	--	---
Johnson County	8	.5
Union County	3	.2
Jackson County	43	2.6
Hamilton County	5	.3
Perry County	4	.2
Pulaski County	--	---
Massac County	--	---
Jefferson County	16	1.0
Gallatin County	--	---
Elsewhere	31	1.9
Place Not Reported	108	6.7
Total	1,625	100.0%

Table 11
MARION EMPLOYMENT COMMUTING PATTERNS - 1960

Means of Transportation	Number of Persons	% of Total
Private Automobile or Car Pool	2,877	75.1
Railroad	---	----
Bus	12	.3
Walked to Work	372	9.7
Other Means	250	6.5
Worked at Home	125	3.3
Not Reported	196	5.1
Total	3,832	100.0%

Manufacturing Activity

As mentioned previously, the rise in manufacturing has aided the community considerably in the advent of diminishing employment in mining operations. The Region as a whole has been moving from mining toward manufacturing as the chief source of employment. This trend will very probably continue in the future because of the various developments occurring or about to occur in the Region. These developments will most likely make the Region more attractive to potential industry.

At present, Marion has within a very few miles a number of industrial employers. Among these, who employ various numbers of workers, are Norge, Allen Industries, Container Stapling and Dura Continer as well as the various employers in Ordill. According to local manufacturers, many employees live in other surrounding communities--another example of Regional interdependence.

Commercial Activity

Retail trade in Marion has shown an insignificant growth between 1958 and 1963. Tables 12 and 13 indicate a growth of only .5% in the number of all establishments which almost indicates a regressive tendency. However, closer examination reveals that although the total number of businesses remained about the same in this five-year period, some categories increased by large percentages and others decreased by large percentages. Most business ventures require a considerable capital investment which cannot be recouped over a short period of time; therefore previous and new entrepreneurs have offset each other. Comparisons with the county and state in Table 13 indicate both higher and lesser numbers in 1963, relating a mixed trend.

Table 12
NUMBER OF RETAIL STORES BY BUSINESS GROUP - 1958 and 1963

Business Group	1958	1963	% Change 1958-1963
Lumber, Hardware, etc.	10	11	+10.0
General Merchandise	5	6	+20.0
Food Stores	42	31	-26.2
Automotive Dealers	22	17	-22.7
Gasoline Service Stations	21	20	- 4.8
Apparel, Accessories	11	15	+36.4
Furniture, Appliances, etc.	13	16	+23.1
Eating and Drinking Places	20	29	+45.0
Drug Stores	4	5	+25.0
Other Retail	27	21	-22.2
Non Store Retailers	8	13	+62.5
Totals	183	184	00.5

Because of the small number of business establishments in each group it is not only difficult but somewhat misleading to ascertain trends for particular business groups in the retail category. Loss of population in Williamson County is a reason for the decline in number of certain types of business establishments. In addition, the drop in number of food stores indicates that Marion is following the national pattern wherein neighborhood food stores are diminishing and being replaced by a lesser number of supermarkets. The automotive dealers and other retail operations most probably diminished as a result of marginal operations.

Table 13 indicates that sales rose between 1958 and 1963 for all establishments, a modest increase of 24.2%, and payrolls increased an equivalent 25.2% in Marion during this period. By way of comparison, increases in these categories were somewhat higher for Williamson County and lower for the state. Marion's retail growth has somewhat paralleled the county and state, indicating stability. Although the figures for Williamson County and the state are more reliable due to the broader coverage, Marion's retail growth has had stability when considering the upward trend of sales. Even though the population has increased in the 1950 to 1960 decade, these sales figures reflect an average trend. However, incomes (Table 6) have risen as well (which reflects inflation as well as productivity), and this aspect injects somewhat more reality into the overall retail picture. Marion is apparently remaining a normal retail trade center competing with neighboring Herrin for business from the surrounding area.

Table 13

RETAIL TRADE 1958 and 1963 ESTABLISHMENTS

Sales and Payroll

	Establishments		Sales				Payroll
Area and Year	Total (number)	With Payroll (number)	Total All Establishments $1000	% Increase over 1958	Establishments With Payroll $1000	% Increase over 1958	Entire Year $1000
Marion							
1958	183	125	18,502		17,378		1,883
1963	184	138	22,987	24.2	21,749	25.2	2,421
Williamson County							
1958	540	332	43,380		39,446		4,122
1963	546	360	55,356	27.6	50,978	29.23	5,330
Illinois							
1958	98,973	66,031	12,790,317		12,073,971		1,451,998
1963	92,069	63,997	15,190,141	18.8	14,553,808	20.5	1,774,866

Table 14 indicates sales by various types of businesses for the period of 1954-1966, most of the listed groups being retail in nature. Study of these figures brings out several important overall points:

> The number of sales tax returns filed (with the State of Illinois) has diminished overall from 329 to 325, with fluctuations ranging down to 260 and up to 344; total sales have increased from $16.6 million to $27.9 million over this thirteen-year period. In years 1958 through 1964, the low point for decreasing number of returns was in 1963. Sales, after rising until 1957, established a low point in 1959 of slightly less than $16 million after which they rose to the high of almost $28 million. An analogy may be drawn to the national economic scene, as these years were somewhat similar nationally and locally; however Marion started the slump earlier and was later coming out.

This table also indicates that General Merchandise followed a more normal pattern than total sales. Food shows an almost uninterrupted gain from year to year and bears out the previous analysis of elimination of neighborhood stores and their replacement by fewer, but larger supermarkets. Eating and drinking places have shown an erratic but small overall increase. Apparel stores have made steady increases, interrupted by few but minor decreases. Furniture, Household and Radio shops made almost a 300% gain between 1954 and 1966, the most spectacular being between 1965 and 1966. Lumber, Building and Hardware has been a category that vacillated without any pattern at all, which may be explained by the relatively small number of sales that can change the dollar amount drastically. This type of sale is extremely different from other categories when considering that home construction and remodeling are involved. Automotive and Filling Stations have shown a continual increase with few exceptions. The remaining categories were reclassified in FY ending 1963; consequently, it would be most difficult to interpret these sales figures. They are indicated because they do reflect a portion of total sales. Also, it should be pointed out that court decisions from year to year have created a degree of distortion in as much as some items have become taxable at various periods; also the shift of some items to other categories does not reflect an exact picture. However, based upon the information available, Table 14 depicts a fair reflection of the business sales in Marion.

The consumer or shopper in Marion does have more selection than in smaller communities, which benefits the Marion merchants. Further, the Marion merchants have been doing an adequate job of keeping a sizable portion of the spendable family income within the community.

Table 14
MARION BUSINESS SALES 1954-1966
(Fiscal Year Ending 6/30)

Fiscal Year	No. of Returns	Total Sales	General Merchandise	Food	Drinking and Eating Places	Apparel	Furniture, Radio & Hardware
1954	329	16,607,000	1,211,000	4,159,000	1,097,000	806,000	822,000
1955	339	19,613,000	1,307,000	4,189,000	1,177,000	833,000	929,000
1956	344	17,672,000	1,887,000	4,015,000	1,123,000	852,000	1,316,000
1957	335	18,752,000	1,925,000	4,344,000	1,212,000	894,000	1,384,000
1958	301	17,241,000	1,802,000	4,614,000	1,070,000	850,000	1,291,000
1959	278	15,982,000	1,818,000	4,685,000	961,000	894,000	1,222,000
1960	274	17,701,000	2,009,000	5,067,000	1,022,000	989,000	1,093,000
1961	267	17,379,000	1,890,000	5,047,000	869,000	969,000	1,071,000
1962	288	19,729,000	1,964,000	5,123,000	962,000	1,031,000	1,299,000
1963	260	20,943,000	2,127,000	5,300,000	757,000	985,000	1,188,000
1964	268	21,973,000	2,155,000	5,508,000	1,137,000	960,000	1,358,000
1965	313	27,179,000	2,560,000	7,080,000	1,170,000	1,000,000	1,766,000
1966	325	27,955,000	2,235,000	6,413,000	1,335,000	1,068,000	3,135,000

Fiscal Year	Lumber Building & Hardware	Automotive & Filling Stations	Wholesale & Manufacturers	Miscellaneous Retail Wholesale	Manufacturing	Miscellaneous	All Others
1954	1,996,000	3,974,000	1,113,000				1,428,000
1955	2,290,000	3,780,000	961,000				1,446,000
1956	2,177,000	3,836,000	1,267,000				1,198,000
1957	2,428,000	4,055,000	1,302,000				1,209,000
1958	1,416,000	4,092,000	1,139,000				966,000
1959	712,000	4,053,000	831,000				806,000
1960	995,000	4,732,000	887,000				907,000
1961	834,000	4,590,000	1,161,000				943,000
1962	1,195,000	5,493,000	936,000[a]	742,000[b]	195,000[b]	193,000[b]	595,000[a]
1963	1,630,000	6,397,000		1,525,000	444,000	591,000	
1964	1,797,000	6,214,000		1,723,000	495,000	626,000	
1965	1,825,000	6,729,000		1,983,000	1,915,000	1,150,000	
1966	2,106,000	7,615,000		2,215,000	642,000	1,190,000	

a Reflects only first 6 months of FY
b Reflects only last 6 months of FY

Selected Service Trade

Selected services by Census Bureau definition include hotel, motel and similar public accommodations, personal services, miscellaneous business service, automobile repair, automobile services and garages, miscellaneous repair services, motion pictures and amusement and recreation services. Not included are medical and other health services, legal services, museums and similar establishments, non-profit membership establishments and organizations, private household and miscellaneous services.

Table 15 shows the percentage increases of Selected Services establishments was considerably greater over the period 1958 to 1963 as compared to retail trade establishments. The number of Service establishments increased about 84%, but such establishments with payroll increased by only 35%, which reflects increases of one person or partnership type operations. Comparisons with the County and State seem to indicate a similar pattern over the five-year period in both total establishments as well as those with payrolls. In Marion, total receipts did not increase proportionately to the number of establishments, a further indication of a number of small operations. Such small business activity should not be belittled; on the contrary, these smaller businesses are the backbone of many communities. Through this type of business many entreprenuers have gained a start in the business world and have gone on to make considerable fortunes, thereby creating more wealth, not to mention the substantial employment opportunities.

Table 17 shows the increase in the number of establishments by business groups. The largest numerical and percentage increase was in the personal services group. Almost identical percentage increases were in the auto repair, services, garage group and all remaining selected services.

Table 15
SELECTED SERVICES 1958 and 1963
Establishments, Receipts and Payroll

Area and Year	Establishments Total (Number)	Establishments With Payroll (Number)	Receipts Total All Establishments $1000	Receipts Establishment With Payroll $1000	Payroll Entire Year $1000
Marion					
1958	86	40	2,015	1,861	624
1963	158	54	2,856	2,452	781
Williamson County					
1958	282	96	4,234	3,376	1,095
1963	388	130	5,567	4,239	1,348
Illinois					
1958	54,913	23,411	2,611,699	2,409,999	700,168
1963	61,710	25,575	3,346,031	3,101,101	878,940

Table 16
SELECTED SERVICES PERSONNEL 1958 and 1963

Year	Paid Employees, Workweek Ending Nearest November 15 Total (Number)	Paid Employees, Workweek Ending Nearest November 15 Full Workweek (Number)	Active Proprietors of Unincorporated Business
1958	170	161	86
1963	191	N/A	171

N/A--Not Available

Table 17
SELECTED SERVICES: NUMBER OF ESTABLISHMENTS BUSINESS GROUP 1958 and 1963

Business Group	1958	1963	% of Change 1954-1963
Personal Service	43	87	102.3
Auto Repair, Service and Garages	12	20	66.7
All Other	31	51	64.5
Totals	86	158	83.7

Trade Area

The trade area of a community helps to indicate the relative strength of a community's retail business services to draw people and income into the community. The primary trade area of Marion is found to be not more than three miles from the city limits. In most cases, sales of groceries, drugs, and similar convenience items are sold to customers within the primary trade area.

The secondary trade area goes as far north as the Williamson County line, to the east County line, south to Johnston City, and west midway to Carbondale. This secondary trade area provides around 30 percent of the customers for the retail trade and services of the community. Similar surveys in other neighboring communities indicate some competition for secondary trade area customers. The relative strength or weakness of any community to draw shoppers from the secondary trade area is difficult to determine. Each community whose secondary trade area overlaps with another will be competing for residents in the overlapping areas. The attraction of each shopping area will exact in the future depend largely upon local initiative and the various types of efforts to improve the attractiveness of the business community. These retailers are much closer to each other, wherein short trips by shoppers is not inconvenient. Still, the matter of local business community initiative is most important in the growth and maintenance of the Marion trade area. It cannot be overstressed.

Economic Base

Employment can be classified, for study purposes, as basic or non-basic. Basic employment is defined as the provision of services or the production of goods to be utilized by persons living outside a stipulated area. Non-basic employment is defined as the providing of necessary services, goods, and facilities for residents living within the area itself. Obviously, a relationship exists between basic and non-basic employment. As new basic jobs result from new or expanding manufacturing industries, a need is developed for more doctors, school teachers, laundries, clothing stores and so on. The ratio between non-basic employment and basic employment is variously estimated from one to one, up to as high as one and one-half to one. Trends and potential for employment can afford the community insight into its future.

The Regional Report elaborately describes the Region as extremely interrelated economically. This report has mentioned before an exceptionally large interchange of employees between communities. A large number of employees also work in rural industrial areas. These factors all point to the importance of studying the Region as a whole, especially when considering the relationship of basic and non-basic employment. Any large advances in basic employment in one sector of the Region will benefit other sectors of the Region. Basic to non-basic ratios are more significant when applied to the Region as a whole. It becomes important that each community becomes interested primarily in improving the basic-non-basic ratio of the Region. This requires cooperative efforts, but this type of effort will in the long run be the most effective manner of attracting basic employers.

To summarize the situation in Marion, the basic to non-basic ratio is favorable due to the existence of several manufacturing operations within a very short distance of Marion. These operations afford a sizable share of their employment to residents of Marion, consequently creating more local buying power than would otherwise exist. To a limited degree, Marion employers employ residents of other communities and also supply employees to businesses of other towns, which is a situation that prevails to a larger extent in the larger communities of the Region. No one town in the Region monopolizes basic employment to any extent. Skills needed in these various basic industries must be drawn from the entire area, a pattern that will most probably continue due to the relative ease of commuting. In terms of commuting for employment, the Region is similar to most large cities. The distances may be further but traffic is not as congested; hence shorter time and less expense is involved.

Trends in retail and service trade are not as easy to assess. No doubt, the larger communities, because of their larger population, will be able to support the expansion of non-convenience goods more easily. However, retail and service trade expansion depends not only on population increases but to a large extent on local initiative and attitude, especially in such a highly competitive Region where commuting is taken for granted by so many of the residents.

Chapter 3

LAND USE

In addition to Population and Economic Base, an analysis of the present use of land within the City limits is important for any future land use planning program. In this chapter, existing land use will be analyzed and correlated with the analysis of the population, economic base, transportation and community facilities of the community. This analysis and correlation will help indicate two factors: (1) the limitations that the present land use imposes on any future land use plan, and (2) the efficiency and/or inefficiency of the present land use pattern.

Introduction

Most cities have peculiarities resulting from early growth patterns. The street pattern of the original town may have been adapted to a river, seashore, rough topography or even by the climate. Some cities have twenty-five foot lots in original town plats that began as real estate promotions; some have narrow rights-of-way which were limited to pedestrian traffic; still others have rights-of-way enough for an ox cart to make a "U" turn. In the west, land being more plentiful and with the requirements of the various modes of transportation, communities provided for wider streets.

Topography and General Land Development Characteristics

The City of Marion lies on relatively flat to slightly low land. The natural drainage area is to the south and west in the vicinity of Crab Orchard Creek, which flows in a southwesterly direction while in the vicinity of Marion. Land to the east and south is generally of the same topography, while to the north and west the terrain has sharper variations though not hills.

The wind prevails from the southwest, and the city is approximately 440 feet above mean sea level, the high point being in the northwest part of the community.

The original town was platted in a grid pattern around the courthouse square. The focal point of the original town was the public square upon which site was situated the existing Courthouse of Williamson County.

Although the matter will be more thoroughly explored in a later chapter, existing highways and railroads have had and continue to have a great deal to do with existing land use patterns.

The city is divided by Illinois State Highway 37, which is a north-south thoroughfare passing a few blocks west of the County Courthouse. Illinois State Highway 13 formerly bisected the city into northern and southern portions but now passes through the northern edge of the city. Interstate Highway 57 passes along the existing western boundary with an interchange at "old" Route 13 and "new" Route 13.

Because of the undesirability of the lower areas to the south central and the irregular mined terrain to the northwest of the original town, early residential development concentrated between east of route 37 and south of "old route 13.

In-City Land Use

Table 18 outlines existing land use in Marion as of Fall, 1965. Table 19 compares the land use of developed acreages in percentages with the average for 70 city and city-county areas and communities in the Region. The comparison made on Table 19 helps approximate the desirable percentages for each land use. These approximations must be regarded with modification because of local peculiarities. A discussion of the overall use of land in Marion follows these tables. Later, existing land use will be discussed in more detail by sub-areas (neighborhoods) of the City.

Table 18
EXISTING LAND USE, FALL 1965
Marion, Illinois

Type of Use	Acres		% of Incorporated Area		% of Total Developed Area	
Residential	810.82		29.55		48.52	
Trailers		6.79		.25		.40
Commercial	78.19		2.85		4.60	
Parking		15.71		.57		.93
Industrial	1.12		.04		.06	
Public Semi-Public	144.76		5.28		8.62	
Railroads	60.89		2.11		3.60	
Streets and Alleys	583.78		21.27		34.60	
Streets		512.85		18.69		30.50
Alleys		70.93		2.58		4.10
Total Developed	(1679.56)		(61.10)		100.00%	
Vacant	1064.47		38.90			
Platted*		156.90		5.70		
Not Platted and Agriculture		907.57		33.20		
Total	2744.03		100.00%			

*Approximately 1370 parcels at 5000 square feet each.

Table 19
LAND USE PERCENTAGES OF TOTAL DEVELOPED ACRES

	Marion[b]	70 City/ City-County[a]	Murphysboro[b]	DuQuoin[b]	Carbondale[c]	Herrin[c]	Benton[b]	West Frankfort[d]	Mt. Vernon[c]
Residential	48.5	39.0	39.3	46.9	41.5	47.6	47.2	43.5	48.8
Commercial	4.6	3.0	3.8	3.7	5.0	4.6	5.4	3.7	6.3
Industrial	.06	6.5	6.8	6.9	3.9	4.5	1.1	5.4	7.0
Public/ Semi-Public	8.6	16.5	11.6	4.5	12.1	5.0	6.1	5.4	9.7
Railroads	3.6	5.0	6.8	5.9	2.6	2.9	4.6	4.1	3.0
Streets	34.6	30.0	31.7	37.1	34.9	35.4	35.6	39.9	25.2
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

[a] "Urban Land Use", Journal of the American Institute of Planners Vol. XV, No. 2; "Urban Land Use", American Society of Planning Officials, Information Report 14

[b] Greater Egypt Regional Planning and Development Commission

[c] Metropolitan Planners and General Planning and Resource Consultants, Inc., 1961, 1962

[d] Layton, Layton, and Rohrbach, Comprehensive City Plan for West Frankfort, Illinois 1961

Residential Use

Marion's largest acreage use is devoted to residential development. There are 810.82 acres of land used for residential purposes, which is 29.5% of the total land area of the community or 48.5% of the total developed land in the community. (Developed land is the total acreage in the city limits, less the underdeveloped acreage--vacant and agricultural land.) The majority of this type of development is devoted to single family dwelling.

Comparing the percentages of residential land use for Marion and the 70 city or city county areas (Table 19) Marion is 9.5% over this average. This increase from the average almost equals the deficiency of land devoted to industrial and railroad uses on Table 19.

These 810.82 acres, plus 156.90 vacant but platted acres, represent an amount of land that could be utilized for residential purposes within the present corporate limts. This would amount to 967.72 acres of 35.25% of the total acreage in the city. This would still leave 907.57 acres undeveloped, but held in reserve for future use. By fully utilizing platted lands for residential developments city facilities could be used to much better advantage.

This information strengthens the point that future residential development should occur within the city limits on present platted land adjacent to existing streets, alleys and utility development. This encouragement of residential development on platted lands and the discouragement of residential development on unplatted lands within and without the city limits (through zoning and subdivision regulations) would strengthen the city's role in providing for the health, safety and general welfare of the local citizenry. Furthermore, greater concentration of residential development would strengthen the commercial aspects of the community.

Commercial Use

Marion has 78.19 acres of land in commercial use, which is 2.85% of the total land in the community and 4.60% of the developed land in the City. The percentage exceeds the 70 city or city county average by 2.6% or almost double the norm. This excessive use reflects the spread-out nature of commercial development, the extensive secondary trade area as indicated in the Greater Egypt Regional Preliminary Report, the catering to certain neighborhoods of the city as well as their intercity travelers on the state routes traversing the city. A more detailed analysis of the Central Business District land use follows later in this report. In addition, it should be noted that 15.71 acres of the total 78.19 acres in commercial use are devoted to off-street parking uses.

Industrial Use

The amount of land devoted to industrial use in Marion is very low for a community the size and population of Marion. The acreage is only 1.12 and amounts of 0.04% of the total land or 0.06% of the developed land. Comparison with the 70 city percentage of 6.5 as well as comparison with other Southern Illinois communities bears out the relatively meager industrial uses within city limits. This is attributed to the larger industrial land uses outside the city limits but in close proximity to the city. In some respects, this is an enviable situation, but it is also detrimental due to absence of tax base.

Public and Semi-Public Use

Public and semi-public use of land accounts for 144.76 acres of land within the city, which is 5.28% of the total land and 8.62% of the developed land. This category includes the park, schools, churches, fraternal, governmental and utility land uses. The average for the 70 cities is 16.5% of the developed land, leaving Marion 8.0% short of the norm. The Hospital grounds could constitute a large percentage of this use, but this new recreational area is presently out of the city limits and does not adequately serve all the city's park and recreational needs.

Railroad Use

The total amount of acreage devoted to railroads is 60.89 acres. The percentage of developed land is 3.6 as opposed to 5.0 for the 70 cities. This below average amount is due primarily to the relative amount of undeveloped land in Marion. As the City grows in population, the static railroad usage of land will tend to diminish as a percent.

Streets and Alleys

The second largest use of land is streets and alleys. This use accounts for 538.78 acres or 21.27% of the total land and 34.60% of the developed land. Compared with the 30% average for the 70 cities, Marion stands only slightly above the norm. Many cities and villages in the "dispersed city" are in as good a position as is Marion in this regard. However, many smaller communities have much higher percentages devoted to streets, and consequently, spend a disproportionate amount of revenue on their streets. Nationally, when the percentage exceeds 30%, too much land is considered to be devoted to such use.

One and One Half Mile Peripheral Area

Table 20 is a tabulation of the existing land uses within the one and one-half mile area adjacent to Marion. This is the area into which Marion will eventually need to expand, and planning should precede any development.

Current State legislation permits cities to control development within this area to a certain extent. Additional information and techniques of control will be discussed more fully in the Comprehensive Plan.

Table 20
EXISTING LAND USE WITHIN 1 1/2 MILES OF MARION - 1966

Land Use	Acres	Percent of Total
Water	203.46	1.84
Agriculture	8835.19	78.78
Woodland	1082.19	9.77
Strip Mine	185.94	1.68
Residential	82.0	.74
Commercial	27.0	.24
Public/Semi-Public	22.0	.19
Roadways	547.38	5.94
Railroad	91.08	.82
Industrial		
Total	11,076.24	100.00%

Agriculture is the largest use of land within the one and one-half mile area, with 8835.19 acres of 78.78% of the total. Included in the agricultural total are farm dwellings. Woodlands comprise the next highest use, with 1082.19 acres or 9.77%. These two uses are the major undeveloped lands within the mile and one-half, and control of this land will be most important to the future orderly growth of the city.

The developed land includes: railroads; roads with other adjoining developments such as residential, commercial and industrial; strip mines; public and semi-public uses; and surface water such as lakes and streams.

The majority of non-farm residential development will hopefully occur on vacant land within the city limits to more fully utilize existing facilities of the city and to lessen the community problem and financial burden of extensions of long distance utility and service systems out into the unincorporated area.

Chapter 4

COMMUNITY FACILITIES

Introduction

The size, availability, and condition of the community facilities such as schools, parks, recreational areas, public buildings and related institutions, are an indication of the city's ability to provide its citizens necessary services. This chapter will analyze the existing community facilities and determine their adequacy in size and condition, and estimate the projection of needs to meet 1985 demands. The plans for future needs will relate very closely to the land use and transportation plans. In recent years, local government as well as State and Federal government have been providing more services than in the past. As the desire for these services increases, community facilities should be ready to meet community needs.

Parks and Recreation

The need for Park and Recreation lands to be an integral part of the urban environment has been recognized by communities for many years. But actual process of developing these needed park and recreation lands has lagged behind recognition of the need. A community such as Marion in its present stage of development has the opportunity to plan and acquire park and recreational lands within the city limits. A program of pre-planning and early acquisition can diminish both increased development and land costs.

There are several reasons why a community should attend to providing adequate recreational facilities for its residents. They are:

Shorter working hours create a demand for leisure space;
Parks and open space stabilize and raise property values;
Parks and open space enhance the aesthetics of a community while providing facilities for the well being of its citizens.

Certain basic recreational principles are involved in the study of public recreational facilities. These principles reflect the purposes, scope and general character of the recreational system. Standards apply to the size of the recreational areas, as well as the service areas of the particular facilities included within the study.

The recreational principles and standards used in the study are described below:

Principles

1. Provisions should be made for the recreational needs of all age groups.
2. A unified system of recreational areas should be provided rather than separate, unrelated sites.
3. Future recreational areas should be based upon an analysis of existing facilities and present and future growth.
4. All recreational sites, both in and outside the city, should be considered in developing the plan.
5. The park-school concept should be considered and used whenever possible.

Standards

Gross land requirements for recreational uses are based on the standard of 10 acres per 1,000 people. This gross figure consists of three distinct types of municipal recreational levels: neighborhood, community, and open space, and recreation is divided into active and passive. Each level has different characteristics with respect to the age groups served and the types of facilities needed, as described in Table 21.

Table 21

SUMMARY OF GENERAL RECREATION STANDARDS*

	Tot Lot	Playground	Neighborhood Park	Community Park	Open Space
Age Group Served	Under 5	5-15	All ages, primarily for children up to 15 years of age in Tot Lot and playground facilities located in neighborhood park	All ages, primarily for young people and adults	All ages
Size	2000-5000 sq. ft.	3-7 Acres	7-10 Acres	20-40 Acres	Variable
Location	Within one block of houses in densely developed areas	1/4 mile from home (1/2 mile from home in fringe areas)	1/4 mile from home (1/2 mile from home in fringe areas)	1 1/2 mile from home	Within developing area
Active Recreation	75%	75%	50%	50%	---
Passive Recreation	25%	25%	50%	50%	---

*National Recreation Association and Greater Egypt Regional Planning and Development Commission study.

Forms of Recreation Areas

Active recreation areas are intended for exertive type sports or play. Necessary features of an active recreation area would include playground equipment, open areas for organized sports, or special provisions for various energetic games.

Passive recreation areas are intended for quiet relaxation or recreational activities not requiring intensive exertion. Necessary features of a passive recreation area would include areas of open lawn, shrubbery, trees, walks, benches, and special facilities for those activities of a quiet and non-strenuous nature.

City Recreation Facilities

Four city parks are presently located within the city limits of Marion and are under the administration of the Marion Park District. Of the four quadrants of Marion, only the northwestern section, or Scottsboro area, lacks specifically designated recreational space.

Oasis Park, located in the northeastern quadrant of Marion north of Old 13 between Garfield and Otis Streets and south of Clark Street, is the city's oldest and most developed park. Consisting of approximately 22 acres, the park possesses six baseball diamonds (two of which are lighted), playground equipment, tennis courts, a minature golf course, an olympic size swimming pool and picnic grounds. Currently, 6 acres in the northeastern section of the park, east of Otis Avenue, are undeveloped.

Ashley Park, located north of Boyton Avenue and south and southeast of Park Drive, consists of about 6 acres possessing playground equipment, tennis courts, and Girl and Boy Scout cabins.

The 20 acres comprising Pyramid Park, east of the High School at the southern end of Devadeck Drive, are currently undergoing development. Present facilities include picnic shelters, playground equipment and public restrooms. Of the total acreage, about 16 acres are currently utilized.

Pamela Park, the smallest of the city parks, consists of approximately 1/2 acre located on Charlotte Road midway between Bainbridge Road and Copeland Street. Facilities consist mostly of playground equipment for tots.

The Marion Youth Center, located at 205 North 13th Street and under the guidance of a full-time recreational director, furnishes the city additional recreational facilities. Open year-round, six nights a week, the youth center's facilities (i.e., ping pong, billiard tables, dance room) are shared by both young people and senior citizens.

The Fairgounds are adjacent to the city limits and owned by the Williamson County Agricultural Association. The fairground site is partially wooded, containing 60 acres directly east of the city. Other than the traditional fairground installations such as race track, stock car track, grandstand, barns, exhibit buildings and livestock accommodations, the fairgrounds have developed little in the way of providing for community recreation needs.

Summary

Excluding the fairgrounds, the city parks provide Marion with a total of 48.5 acres of recreational space, of which 74% or 45 1/2 acres is currently used. The net amount of recreational space of 3.7 acres per 1,000 persons is inadequate according to the previously mentioned standard of 10 acres per 1,000 persons. According to the present estimated population of 12,241, 122 acres of recreational land is currently needed. In addition, future recreation areas should be dispersed throughout the city in accordance with a pre-planned study.

Schools

Schools are a major force in the community and have an immeasurable influence on the children who will be the electorate of the future. Although parents and family determine the character of children, so does the exposure to the environment of school affect the type of person a child will become. Except during the summer, more than one-half of the child's waking day is concerned with school and its extra-curricular activities.

The educational needs of Marion are served by a Unit School System, encompassing 160 square miles and serving 17,000 to 18,000 people, with a 1967 assessed valuation of $49,581,470. The Unit District maintains five special education classes, three for the educable mentally handicapped, two for the trainable mentally handicapped. In addition to the special education and general curriculum, there are two gifted children programs, a general support program and a demonstration program.

Existing School Facilities

The Unit District is served by one senior high school, one junior high school, and eight elementary attendance centers. The junior and senior high schools and six elementary schools are located in Marion.

Marion High School (grades 10, 11 and 12) is situated on a 31-acre tract of which approximately 11 acres are being utilized. Built in 1964, the school is located immediately outside the southwest city limits along South Carbon Street. The one-story structure is brick on concrete and is in good condition. The 54 teaching stations would serve a maximum enrollment of 1500 with 26 pupils per station. The school is served by city water and sewer. Paved parking space is available on the west and north side of the building for approximately 200 cars with unpaved space also available. North of the school is the playing field for football, archery, and other sports, which is in good condition. The high school has a library, two non-spectator gymnasiums, a biology laboratory, a physics laboratory, a chemistry laboratory, and a general science laboratory with an art studio.

Table 22
ENROLLMENT SINCE CONSTRUCTION: HIGH SCHOOL

Grade	1965	1966	1967
10	256	261	309
11	277	247	249
12	275	254	236
Total	808	762	794

At present there is an average of 19.1 pupils per teacher. The pupil/-teaching station ratio is 13.5 to 1. Both of these indicators are well within the recommended standards.

The Junior High School (grades 7, 8 and 9) is located at the old senior high school on a 6.93 acre tract on the south side of West Main Street midway between the business district and the west city limits. Though constructed in 1912 of brick on concrete with a concrete basement, the two-story building is in fair structural condition. A one and two-story addition was constructed in 1949 of brick on concrete and is in fair structural condition. The complete structure is provided water and sewer services by the City of Marion. The 42 classrooms accommodate a maximum enrollment of 1,050 7th, 8th, and 9th grade students. There are 3 laboratories, 1 study hall, a football field encircled by a cinder track in fair condition with spectator facilities, and 2 gymnasiums with spectator facilities. A $125,000 improvement program is slated for summer, 1968, to meet the state safety and fire codes requirements. There are currently 42 teachers and 986 pupils, yielding a pupil/teacher and pupil/classroom ratio of 23.5 to 1.

Table 23
ENROLLMENT SINCE CONVERSION: JUNIOR HIGH SCHOOL

Grade	1965	1966	1967
7	321	304	291
8	283	294	272
9	265	316	343
Total	869	914	806

Washington Grade School (the former Junior High) is located along with Logan School at 400 East Main Street on a 4.19 acre tract. The brick one-story structure was constructed in 1951 with 16 classrooms and is in good condition. A one-story brick 4 classroom addition was built in 1954 and is in good condition. The complete structure is provided water and sewer services by the City of Marion. Playground facilities are available, although crowded. A gymnasium is attached to the main building. The school currently has 20 teachers and 492 pupils in grades K-3. There is a pupil/-teacher and pupil/classroom ratio of 24.6 to 1. Maximum enrollment is 500.

Table 24
ENROLLMENT SINCE CONVERSION: WASHINGTON SCHOOL

Grade	1965	1966	1967
K	105	125	102
1	125	129	128
2	114	114	125
3	94	116	109
Sp. Ed.	15	14	19
Total	454	498	483

Logan Elementary School shares a 4.19 acre tract at 400 East Main Street with Washington School. The original two-story with basement structure was built in 1903 and is in poor structural condition. A two-story brick addition was built in 1922 and is also in poor structural condition. The 18 classrooms plus a separate gymnasium serve 382 pupils in the 4th, 5th and 6th grades with a 21.2 pupil/teacher and pupil/classroom ratio. Maximum enrollment is 450.

Table 25
ENROLLMENT SINCE CONVERSION: LOGAN SCHOOL

Grade	1965	1966	1967
4	113	109	119
5	99	117	114
6	126	128	130
Sp. Ed.	--	7	25
	338	361	388

McKinley Elementary School, located on a 1.86 acre site at 900 North Court Street accommodates grades K-6. The brick structure was constructed in 1915 with 8 classrooms, 7 of which are currently used, and it is in fair condition. There have been no additions, and none are planned. The City of Marion provides water and sewer service. The school has playground facilities which are crowded. Present enrollment is 196 with 7 teachers. There is a pupil/teacher ratio and a pupul/classroom ratio of 28.1. Maximum enrollment is 175.

Table 26
ENROLLMENT: McKINLEY SCHOOL

Grade	1963	1964	1965	1966	1967
K	--	--	58	--	41
1	26	32	32	47	23
2	21	27	33	28	33
3	25	25	29	31	28
4	31	26	25	23	25
5	24	32	29	29	28
6	29	24	33	32	25
Sp. Ed.	7	10	--	--	--
Total	163	176	239	190	203

Longfellow Elementary School is located on a 5.08 acre tract along with the Unit II administrative building at 1400 West Hendrickson in southwest Marion. The one-story brick building was constructed in 1954 with 9 classrooms and is in good condition. A one-story, six-room brick addition was constructed in 1957. The 15 classrooms provide educational facilities for grades K-6. Playground facilities are available. The City of Marion provides water and sewer service. The present enrollment is 374. There is a current pupil/teacher and pupil/classroom ratio of 24.9 to 1. Maximum enrollment is 375.

Table 27
ENROLLMENT: LONGFELLOW SCHOOL

Grade	1963	1964	1965	1966	1967
K	55	56	58	77	53
1	58	85	60	58	58
2	62	56	56	43	53
3	65	61	58	51	37
4	59	67	57	57	55
5	66	57	63	55	52
6	51	66	58	59	48
Sp. Ed.	--	--	--	--	--
Total	416	448	410	400	356

Lincoln Elementary School, located on a 4-acre tract on South Vicksburg Street, serves grades K-6. The original two-story, 10-room structure was built in 1904 of brick and is in fair condition. A one-story, 3-room addition built in 1954 is in good condition. The City of Marion provides water and sewer service. The school has playground facilities for its 346 pupils, Maximum enrollment is 325. There is a current pupil/teacher and pupil/classroom ratio of 26.6 to 1.

Table 28

ENROLLMENT: LINCOLN SCHOOL

Grade	1963	1964	1965	1966	1967
K	62	55	52	52	45
1	48	60	61	56	48
2	54	59	58	52	51
3	53	57	55	56	49
4	60	60	46	59	55
5	47	55	57	51	59
6	61	57	33	27	27
Sp. Ed.	--	--	--	--	--
Total	385	403	362	353	334

Jefferson Elementary School is located at 700 East Boulevard Street on a 2.01 acre tract. The original one-story, 10-room brick building was constructed in 1959 and is in good structural condition. A one-story 3 classroom brick addition was built in 1954 and is in good structural condition. The 13 rooms, plus playground facilities, serve 291 pupils with a 27 to 1 pupil/teacher ratio and a 22.3 to 1 pupil/classroom ratio. Educational facilities accommodate pupils in grades K-6. Maximum enrollment is 325. Water and sewer services is provided by the City of Marion.

Table 29
ENROLLMENT: JEFFERSON SCHOOL

Grade	1963	1964	1965	1966	1967
K	58	53	49	46	54
1	56	57	30	59	43
2	42	49	55	27	52
3	54	29	41	44	30
4	46	53	30	44	52
5	47	45	54	29	46
6	34	47	31	49	26
Sp. Ed.	--	--	--	--	--
Total	337	333	290	298	303

Table 30
ENROLLMENT BY GRADE FOR ALL SCHOOLS IN MARION

Grade	1963-64	1964-65	1965-66	1966-67	1967-68
K	294	270	322	300	295
1	277	326	308	349	300
2	282	280	316	264	314
3	284	285	277	298	253
4	261	301	271	292	306
5	287	265	302	281	299
6	266	302	259	295	256
7	244	294	321	304	291
8	241	231	283	294	272
9	347	276	265	316	343
10	277	304	256	261	309
11	307	280	277	247	249
12	245	298	275	254	236
Sp. Ed.	33	47	38	51	59
Total	3645	3759	3797	3806	3782

Table 31
ENROLLMENT BY GRADE FOR ALL SCHOOLS IN UNIT II

Grade	1963-64	1964-65	1965-66	1966-67	1967-68
K	333	313	362	341	331
1	325	364	357	390	351
2	335	325	357	305	358
3	331	330	323	339	295
4	293	348	309	335	347
5	340	299	344	323	337
6	317	348	314	337	301
7	288	346	364	332	336
8	281	273	338	334	301
9	347	276	265	316	343
10	277	304	256	261	309
11	307	280	277	247	249
12	245	298	275	254	236
Ap. Ed.	33	47	38	51	59
Total	4052	4151	4179	4165	4153

Table 32
ENROLLMENT BY SCHOOL FOR ALL SCHOOLS IN MARION

	1963-64	1964-65	1965-66	1066-67	1967-68
Logan	423	449	338	361	388
Longfellow	416	448	410	400	356
Lincoln	385	403	362	353	334
Jefferson	337	333	290	298	303
Washington*	203	199	---	---	---
McKinley	163	176	239	190	203
Douglas*	49	53	---	---	---
Junior High*	493	540	---	---	---
Senior High*	1176	1158	---	---	---
Junior High New*	---	---	897	944	921
Senior High New*	---	---	808	762	794
Washington New*	---	---	454	498	483
Total	3645	3759	3798	3806	3782
Percent Increase or Decrease		+3.13	+1.04	+0.21	-0.63

*In 1965, the new Senior High was completed. The Junior High classes moved to the old Senior High building. Douglas School and Washington School were closed. The Old Junior High building was utilized as an elementary school and renamed Washington.

Table 33
ENROLLMENT PER SCHOOL FOR UNIT II SCHOOLS

	1963-64	1964-65	1965-66	1966-67	1967-68
Logan	423	449	338	361	388
Longfellow	416	448	410	400	356
Lincoln	385	403	362	353	334
Jefferson	337	333	290	298	303
Washington*	203	199	---	---	---
Creal Springs	242	234	238	227	227
McKinley	163	176	239	190	203
Pittsburg	165	158	149	132	144
Douglas*	49	53	---	---	---
Junior High*	493	540	---	---	---
Senior High*	1176	1158	---	---	---
Junior High (new)*	---	---	897	944	921
Senior High (new)*	---	---	808	762	794
Washington (new)*	---	---	454	498	483
Total	4052	4151	4185	4165	4153
Percent Increase or Decrease		+2.44	+0.82	-0.48	-0.29

*In 1965 the new Senior High was completed. The Junior High classes moved to the old Senior High building. Douglas School and Washington School were closed. The old Junior High building was utilized as an elementary school and renamed Washington.

Table 34
UNIT II AND MARION ONLY
Maximum and Current Enrollment

Unit II	
Total teaching stations available	197
Maximum Enrollment	4925
Current Enrollment	4153
Unit II Schools in Marion	
Total teaching stations available	182
Maximum Enrollment	4550
Current Enrollment	3782
Unit II High School	
Total teaching stations available	58
Maximum Enrollment	1500
Current Enrollment	794
Unit II Junior High School (Marion)	
Total teaching stations	42
Maximum Enrollment	1050
Current Enrollment	806
Unit II Grade Schools* in Marion	
Total teaching stations	82
Maximum Enrollment	2050
Current Enrollment	2182
Unit II Grade Schools*	
Total teaching stations	97
Maximum Enrollment	2425
Current Enrollment	2379

*Grades K-6 only.

Table 35
SCHOOL STANDARDS

(A) School Size Standards

1. A basic school system should consist of one senior high (grades-10-12), one junior high (grades 7-9), and two to six elementary schools (grades K-6).

2. The minimum elementary school size is 6 grades and a kindergarten serving a minimum of 175 pupils with one teacher per grade.

3. Each system should have at least one junior high with a minimum of 300 pupils.

4. Each system should have at least one senior high with a minimum of 300 pupils and at least 15 teachers.

5. Enrollment standards are:

Facility*	Minimum	Ideal	Maximum
Elementary (K-6)	175	350	700
Junior High (7-9)	300	750-1000	2000
Senior High (10-12)	1000-2000	1000-2000	2500

*30 elementary students per classroom has been used as a basis for estimating capacity of existing buildings. Twenty-five students per classroom has been used in forecasting future school needs.

Source: Greater Egypt Regional Planning and Development Commission School Size Survey and Local Planning Administration, Mary McLeon (ed.) Chicago: The International City Managers Association, 1959.

(B) Site Size Standards

Facility	Site Size**
Elementary	5 acres plus one additional acre for each 100 pupils
Junior High	20 acres plus one additional acre for each 100 pupils
Senior High	30 acres plus one additional acre for each 100 pupils

**The National Council on Schoolhouse Construction recommends 10 acres for elementary, 20 acres for junior high, and 30 acres for senior high, plus an additional acre for each 100 pupils of ultimate enrollment in each school.

(C) Combined Site Standards

Facility	Total Acres Needed	School & Playground Area (Acres)	Park Area (Acres)
Elementary	10-12	5-10	5-7
Junior High	20-30	10-15	10-20
Senior High	30-50	15-20	15-35

Source: National Council on Schoolhouse Construction

(D) Other Standards

1. Pupils Per Classroom

Facility	
Elementary	25-30
Secondary (Junior High) (Senior High)	25

Source: National Council on Schoolhouse Construction and F. Stuart Chapin, Urban Land Use Planning, Urbana: University of Illinois Press, 1965.

2. School Service Area

Facility	
Elementary	Neighborhood or densely settled areas
Secondary	Community or minimum for efficient system

Source: Greater Egypt Regional Planning and Development Commission Functional and Local Planning Administration.

3. Elementary Classrooms Per Grade

Minimum	1 classroom per grade
Average	1 classroom per semester grade plus 1 additional classroom
Maximum	2 classrooms per semester grade plus 1 additional classroom

Source: Committee on the Hygiene of Housing of the American Public Health Association, Chicago: Public Administration Service, 1960.

Public Buildings

The public buildings of a community are used by the local governmental agencies as physical outlets for providing the services to its citizens. The public buildings located in Marion are the City Hall, Williamson County Courthouse, Williamson County Jail and Sheriff's residence, Williamson County Highway Building, Marion Memorial Hospital, Veterans Administration Hospital, and the U. S. Post Office.

City Hall

The City Hall is located in the northeast corner of the Marion square. The building, given to the city shortly after its construction 45 years ago, previously housed a billiards parlor. The City Hall is soundly constructed of brick and since 1967 has undergone several stages of major interior renovation. The building fronts on two narrow, congested side streets which extend north and east from the northeast corner of the square. However, ample city-owned, off-street parking facilities are available just north of the City Hall.

The north half of the basement houses the city jail and heating plant with the remaining basement area used as a storage site for the city's Christmas decorations. The first floor of the City Hall contains the Mayor's office, police department and the city offices and records. On the second floor is a temporary courtroom used by a branch of the Traffic Division of the Williamson County Circuit Court, office space for the city treasurer, as well as rooms used by city boards and commissions for meetings.

Williamson County Courthouse

The Williamson County Courthouse is situated in the middle of the Central Business District, and, as in most all county seats, is historically the point from which community development occurred. The original Courthouse was built in 1841-42 at a cost of $3500 in the center of the square. In 1859, the courthouse was demolished and a new building erected in the southeast corner of the square. Fire destroyed the second courthouse in 1875, and the current courthouse was constructed in 1889 in the center of Marion square.

The two-story courthouse, constructed of brick and concrete, offers a style and proportion which impresses the viewer as a stately institution. However, due to the generally run down condition, ineffecient space utilization and outdated facilities of the interior of the courthouse, a new courthouse is presently in the planning stage. The present building, in the center of Marion square, covers approximately 5600 square feet. About 30 parking spaces are available around the perimeter of the 100-foot-square parcel.

The first floor of the courthouse contains the offices of the County Clerk, Circuit Clerk, Deputy Circuit Clerk and the Sheriff's Office. On the second floor are the Judge's chamber, Jury room and courtroom. County offices not located in the courthouse due to lack of adequate space are those of the States Attorney, County Treasurer and Coroner. The proposed construction of the new courthouse north of the CBD would centralize the location of all county offices in one building.

Williamson County Jail and Sheriff's Residence

The Williamson County Jail and Sheriff's Residence is located on the southwest corner of the Marion Square, one half block from the major street. The building, constructed in 1907 with an enlarged sheriff's office added in 1947, is a three-story brick structure with a full concrete basement. Located on the north side in the main building, the sheriff's office was built to provide space needed for the expanded functions and equipment of the sheriff. This area has been recently tiled and repainted.

The sheriff's residence is located in the front of the building and covers virtually two floors. This section of the building has been kept in good repair through repainting and remodeling every four years.

The county jail possesses facilities which allows the security concept of separate quarters for the four basic types of potential prisoners--women, juveniles, hardened criminals and mental patients. The cell blocks and trustee rooms are in fair condition and have been recently painted. The cells are primarily of concrete and steel. The two trustee rooms are plaster walls and wooden floors. Currently, the four cell blocks have a capacity of 22 prisoners each, or a total capacity of 88 prisoners plus trustees. Storage and stolen items lockup are kept in the basement area, which also houses the heating plant and janitorial supplies. Overall, periodic painting and repairing have provided for adequate county jail facilities although more use could be made of the old jury dormitory room on the 3rd floor.

Williamson County Highway Building

The Williamson County Highway Building is located in the northwest corner of the square in Marion. The building, formerly housing a savings and loan activity and purchased by the county in 1936, is approximately 50 years old. It is a one-story brick building on a concrete foundation and houses the offices of the Williamson County Highway Department, the County Superintendent of Schools and the County Treasurer. Although in good to fair condition, the building needs some repairing and repainting. Limited parking is available just west of the building.

Fire Department

Marion presently has one fire station, located at 102 West Main Street. The one-story building, constructed about 70 years ago, is in poor condition and cannot serve the city's needs. A new fire station costing approximately $50,000 is being planned by the city to replace the existing one. The proposed fire station is to be located at 202 North Court on city-owned property and will be twice the size of the present station.

Marion Memorial Hospital

The city-owned Marion Memorial Hospital, a two-story brick structure erected in 1953, is located on the southeast corner of the intersection of West Main and Vicksburg Streets. The building, situated on approximately 3 1/2 acres, has 80 to 100 parking spaces available. The general service hospital contains 75 beds, an average occupancy rate of 89 percent.

Due to a combination of increased demand for services, total space utilization, and overtaxed facilities, the hospital is currently in the process of constructing a third floor shell over the four wings of the building. However, available funds will permit only one wing containing 20 beds to be completed and ready for occupancy by the summer of 1969. The remainder of the 3rd floor wings are envisioned to be completed as funds permit.

Veterans Administration Hospital

The Veterans Administration Hospital, constructed in 1942, is a four-story stucco on concrete complex situated on 138 acres in the western section of Marion just east of Interstate 57 and south of West Main Street. The hospital contains 184 beds with an 89% occupancy rate. Two parking lots are available, one each for employees and visitors.

The Veterans Administration originally possessed 149 acres of land of which 50 acres had been leased by the City of Marion for recreational purposes on a five-year basis. Recently, the city purchased 11.8 acres of this 50-acre tract to be used as a site for the proposed State Office Building.

Post Office

The Marion Post Office, constructed in 1918, is a one-story brick and concrete building located on the south side of East Main Street between South Madison and South Mechanic streets. The only renovation other than periodic painting has been the addition of a loading dock in 1962. The main portion of the building is in fair condition, although some difficulties have been experienced with soft mortar and moisture seepage. The General Services Administration is presently seeking bids in order to correct these deficiencies. The loading dock is in good condition.

The Post Office covers 8960 square feet on a half acre lot and provides adequate facilities for the people of Marion. The building houses the normal post office activities as well as the Navy recruiting office. In addition to the loading dock which facilitates mail shipment by truck, available parking facilities exist for 20 cars.

Marion Carnegie Library

The Marion Carnegie Library is a two-story brick structure with full basement and tile roof located on the west side of the intersection of South Market and Marion streets two blocks south of Marion square. The building, constructed in the 1950's covers 4500 square feet on a 20,000 square foot lot. A city parking lot is located just south of the library. The basement of the building, containing a kitchen, serves as a meeting place for various organizations as well as housing an office. The first and second floors house the general and children's libraries respectively. Overall, the library is in fair condition with 10% of the annual budget designed for capital improvements.

Public Utilities

The growth and development of a community is largely dependent upon the utility systems which service it. Varying demands placed upon these utility systems by various land uses must be met if the community is to grow in an orderly fashion. This section of the report provides information about water, sanitary sewerage, electrical and natural gas systems which serve the City of Marion.

Water System

Approximately 5 miles south of the city is located the city reservoir, which is the primary source of water used by the people of Marion. The lake covers a surface area of 143.6 acres, has a storage capacity of 236,000,000 gallons, and is supplied from a watershed of about 6.5 square miles which is free from any serious source of pollution. The city currently plans to increase the reservoir from 143.6 acres to 215 acres, thereby increasing the storage capacity by 1045 acre-feet, to a total capacity of 577,000,000 gallons. In addition, an 8" raw water line currently connects the city reservoir to Crab Orchard Lake and serves as a supplemental source during extreme drought conditions.

Raw water is drawn by two 2500 gallon pumps through a 16" pipe from the reservoir to an intake lake at the water plant. Low duty pumps take suction from the intake lake pumping water through a gravity flow coagulation basin, a filtering process, and to an underground clear water basin with a capacity of 750,000 gallons.

According to the State Health Department, the technical operation of water purification at the water treatment plant appears to be functioning properly; the water supply appears to be adequate, mineral quality satisfactory; and it is properly protected against the entrance of contamination.

A recently constructed elevated tank contains a capacity of 500,000 gallons. A working pressure of 60 pounds is maintained at the treatment plant, but pressure tends to decrease as distance from plan and water tower is increased. However, the elevated tank on the Veterans Administration Hospital grounds is also utilized by the city, which aids in maintaining constant equal pressures over a greater area.

Supply is over 90% metered, serving over 95% of the population through 4,750 services. Average daily consumption is approximately 1,000,000 gallons, and in the summer peak demand is 1,440,000 gallons.

Current monthly water rates are as follows:

First 5,000 gal. or less	.85 per 1,000 gallons
Next 5,000 gal.	.70 per 1,000 gallons
Next 90,000 gal.	.60 per 1,000 gallons
Next 200,000 gal.	.40 per 1,000 gallons
All over 300,000 gal.	.25 per 1,000 gallons
Minimum bill for 2,000 gallons	1.70 water
	.85 sewer
	2.55

With a capacity of 2,200,000 gallons per day and a present maximum usage of 1,440,000 gallons per day in the summertime, a city-owned reservoir is currently planned for expansion. With a good reserve of water, Marion can supply an adequate amount of water to half again its present estimated population of 12,241 persons. However, some improvements and increases in plant capacity and distribution systems will be needed in the future.

Sewerage and Sewerage Treatment

The Marion sewerage disposal system is owned and operated by the City of Marion, in accordance with state laws administered by the Illinois State Sanitary Water Board which regulates effluence.

The sewage treatment plant is of the trickling filter type with separate sludge digestion. This system dates back to 1922. The current treatment plant, located on VanBuren Street, was constructed in 1948. Service connections at the present time are approximately 4500, and about 40 miles of sewer mains serve the City. A three-stage waste stabilization pond is currently in use on the south side of the City. Effluence is chlorinated prior to its dump in Mule Creek which drains into Crab Orchard Creek.

The average daily quantity of sewerage treated at the plant is 700,000 gallons. The sewerage treatment plant capacity is:

1,300,000 gallons per day - complete treatment
4,000,000 gallons per day - primary treatment
6,500,000 gallons per day - total pumping capacity.

Whenever the rate of flow exceeds 1,300,000 gallons per day (the design capacity), the excess is by-passed. During periods of significant rainfall, storm water tends to overtax the treatment plant capacities, and by-passing occurs. Future planning needs should include a program of storm water control.

An additional waste stabilization pond consisting of three lagoons totaling approximately 13.2 acres is currently planned for a site located east of Interstate 57 and between "old" and "new" Highway 13. The new lagoon facilities will be able to process effluent for a population equivalent of 2,000 persons.

Metered water is used as the basis for computing sewer charges as shown in the table below:

Water Used (Gallons)	Sewer Rate (% of Water Bill)
Up to 20,000	50%
20,000 - 30,000	40%
30,000 - 40,000	35%
40,000 - 50,000	30%
50,000 - 300,000	25%
300,000 and up	20%

Electric Service

Electricity is supplied to Marion by Central Illinois Public Service Company serving a quarter million customers in central and southern Illinois. The company's southern division offices are located in Marion. As with many communities, CIPS has been given the franchise to supply electricity. In return for this 50-year monopoly, Marion receives benefits such as free electricity for the city hall and reduced rates on city street lighting.

Marion is served by four 34.5 KV transmission lines originating from three different sources. A 12.5 KV transmission line loops the city. The distribution system includes two distribution substations, 4,160, 12,500, and 24.5 primary voltage lines. Standard secondary or utilization voltages available include 3 phase, 60 cycle, 120/240 Delta, 120.208 Wye, 480 Volt Delta, and 277/480 volt Wye.

Future requirements for electric service would be met without difficulty due to the adequate facilities of CIPS.

Natural Gas

Natural gas is supplied by the Central Illinois Public Service Company. The natural gas for the Southern Division's service area is secured from the Texas-Eastern Transmission Corporation pipeline a few miles southeast of Marion. As with the electric service, Marion has granted CIPS a franchise for 50 years. In return, the city receives 12,000 therms of gas to heat city hall at no cost.

An 8-inch and a 5-inch steel transmission pipeline transports the gas from the Texas-Eastern transmission line to two regulating stations located at the northeastern and southeastern city limits.

The northern station regulates a 10-inch and an 8-inch transmission line to other areas of the system and a 2-inch booster line to the northeastern section of Marion. A 4-inch booster line off the 8-inch transmission line serves the western half of Marion's distribution system. The southeastern station regulates a 6-inch booster line that serves the southeastern section of Marion.

CIPS maintains a continuous program of gas facility improvements. Currently there are major installations to expand facilities in the area, thus increasing Marion's capability.

Telephone

Telephone service is provided by the General Telephone Company of Illinois under a franchise agreement with the City. The 30-year franchise contract expires on November 21, 1982. Under the terms of the franchise, Marion receives free 12 individual line business phones or the equivalent charges thereof. Approximately 5500 customers are served in the City of Marion whereas the total exchanges in the district, including Marion, number about 8700.

Refuse and Garbage Collection and Disposal

The collection of garbage and refuse is currently contracted with an independent private firm. The City of Marion owns and operates a 40-acre strip-mined area as a sanitary landfill which is located about 2 miles north of the City between U.S. 37 and Interstate 57. Recently, Johnston City has begun to utilize the sanitary landfill area jointly with Marion.

Chapter 5

TRANSPORTATION AND CIRCULATION

The street system is the framework of a community. As such, it is relatively permanent; its layout determines the patterns of city development, and the ease, safety and convenience with which people travel. Streets also provide open space, light, and air to abutting property; and serve as channels for the utility network of the community.

The Marion street system is essentially a grid pattern with most streets running East-West and North-South. Railroads cross parts of the city, and have a definite effect on the street pattern. Within the community there are 86.35 miles of streets, of which 15.48 miles are also state highways.

Transportation History

Early maps of the Marion area show a number of trails and post roads. Important among these were the post roads from Kaskaskia and Cahokia to Luks's Ferry (now Golconda) and the road to the salt licks at Equality. A number of pack and wagon trains probably operated on these roads, as well as immigrant wagons. No stage lines as such were recorded.

Common carrier transport began with the construction of the Murphysboro and Shawneetown Railroad from Carbondale to Marion in 1872. After a reorganization as the Carbondale and Shawneetown, it was taken over by the St. Louis, Alton, and Terre Haute in 1883, and was extended by them to Brookport in 1887. This line through Marion formed part of a through route from St. Louis to the Southeast, using cars ferried at Paducah. In 1895, this route was acquired by the Illinois Central, which still operates it, although it has been abandoned southeast of Marion and is no longer a through route.

The present Chicago and Eastern Illinois Railroad was constructed to Marion in 1895 as the Chicago, Paducah and Memphis--Danville being its northern terminus. For several years the roundhouse, shops and yards were located at the present crossing with the Illinois Central, which at that time was in the outskirts of the City. In 1899, the Chicago and Eastern Illinois acquired the line and extended it to Thebes, where connections were made with main lines going south and southwest. For a time, a through passenger train was operated from Chicago to Dallas on this line, ferrying to the Cotton Belt at Fayville. This apparently was Marion's only experience with main line passenger service. When the line was extended to Thebes, the yards were moved to West Frankfort to better handle the growing coal traffic.

During the coal boom in the first three decades of the century, several short lines were built from Marion, all of them later absorbed by the Missouri Pacific. The Coal Belt Electric ran a passenger trolley and freight service to Herrin and Carterville. The Marion and Johnston City went where its title indicated and still forms the Missouri Pacific entry into Marion. The Eldorado, Marion and Southwestern fell short of its goals and ran only from Marion to Paulton, later being named the Marion and Eastern. The Coal Belt Electric is now dismantled, and all but a very short segment used for switching of the Marion and Eastern is gone.

Passenger service, which once consisted of two trains to St. Louis, three to Chicago, including an overnight sleeper and numerous local interurbans, has disappeared. A semi-streamliner to Chicago, over the C&EI, held on until 1962 as the last passenger train in the county.

During the coal boom, Marion was an active rail center for coal movements, but this is practically gone. A substantial interchange of freight has occurred through the years between the Illinois Central and the C&EI, but this is carried out on short trackage near their crossing.

At the present writing, the Interstate Commerce Commission has approved a merger between the Missouri Pacific and the Chicago and Eastern Illinois Railroads, although this is now being appealed by the Illinois Central. If this merger is consummated, the present C&EI line might become a main line from the Southwest to Chicago. However, a shorter and less hilly alternate route will most likely be used through Murphysboro, Zeigler and Benton.

Marion's railroads are probably destined to be secondary, local switching operations augmented by some through movement of coal south to electric generating stations at Joppa. There is probably no rationale in making planning provisions for large terminal or yard installations.

Highway transportation began with the construction of the State's primary highway network in the early 1920's. Marion found itself at the intersection of Routes 13 and 37, a simple geographic fact that has played a major role in the growth, past and future, of Marion. When Route 37 was extended to Cairo and Effingham in 1935, it became a major route from Chicago to Memphis and New Orleans and brought about through express bus service. Thirteen and 37 became two of the busiest highways in Illinois. When Interstate 57 was constructed to parallel Route 37, Marion's position as a highway center was secured. The intersection has been moved outside the city, but highway services must form a major consideration in any future planning. Bus service to St. Louis is offered by Greyhound and Peoria-Rockford Bus Lines, and Greyhound has express service to Chicago, Memphis and New Orleans. Truck service is performed by a multitude of lines, although only Viking has a major terminal in the Marion area.

Interstate 57 carries an increasing amount of traffic, and motel, restaurant and car service facilities have mushroomed.

Marion had one of the first airports in Southern Illinois, located just east of the City. Just prior to World War II its owner, Mr. Fred Valentine, moved his facility to a larger area between Marion and Herrin, the site of the present Williamson County Airport. He continued to offer air charter and taxi service. He sold the port to the Williamson County Airport Authority when it was formed in 1946. Runways were extended, a terminal building was built, and in 1955 scheduled air service was inaugurated by Ozark Airlines.

Ozark's traffic at the "Marion-Herrin" stop has grown out of proportion to the population of the cities involved. The local port boards more passengers and loads more freight than all but a few of the largest cities, such as St. Louis, Chicago, and Minneapolis, on the Ozark system. There are six flights a day, including one 'turn-around.' Direct service is offered to Chicago, St. Louis, Nashville and Louisville. The stop now has permanent certification, and jet service is a probable improvement in the near future.

The presence of this service, and the airport and the 13-57 intersection being only a few miles apart northwest of the city, will have a future bearing on the direction of industrial and business growth of the city.

There being no navigable waterways near Marion, water transport has never been available in Marion. In spite of recurrent attempts to canalize the Big Muddy River, barge transportation in the Marion area is not a likely possibility.

Types of Roadways

There are four basic types of roadways. These roadways are classified on the basis of function.

(a) Arterial Thoroughfares. These carry the major flow of traffic, intra-regional or inter-regional and should be located peripherally to concentrated development, especially residential neighborhoods. Arterial thoroughfares, because of their location in many regional towns, also serve as primary streets.

(b) Primary Streets. These serve as connections between the principal traffic generation points within the community, also between interior points and the surrounding area and should also be located peripherally to residential neighborhoods, whenever possible.

(c) Secondary Streets. These serve traffic moving between the community's neighborhoods and the major traffic centers, and they deliver traffic to the primary and arterial systems.

(d) Collector Streets. These serve to provide access to individual properties and carry primarily intra-neighborhood traffic or traffic into or out of the neighborhoods into the other street systems.

Traffic Volume

In Marion, patterns of street usage were determined by traffic counts made by the State Highway Department in 1964. These traffic counts indicate the streets shown on Table 36 are serving as the Arterial, Primary, and Secondary type streets in the community. Designation of these various types were differentiated by traffic volume only and are not to be construed as falling under the aforementioned defined types.

Table 36
TRAFFIC VOLUMES
Marion, 1964

ARTERIAL: Over 5000 Vehicles per day.
(E-W) Illinois New Route 13
(E-W) Illinois Old Route 13
(N-S) Court Street (Illinois Route 37)

PRIMARY: 2500 to 4999 Vehicles per day.
(E-W) Boulevard - between Route 37 and Logan Street
(N-S) North Market - between Thorne and New Route 13
(N-S) Fair - between Market and New Route 13

SECONDARY: 1000 to 2499 Vehicles per day.
(E-W) Boulevard - between Logan and Fair
(E-W) Union - between Route 37 and Granite, Vanburen and Market
(E-W) College - between Holland and Madison
(E-W) Hendrickson - between Carbon and Russell, Route 37 and South Market
(N-S) Russell - between Prairie and Central
(N-S) Bentley - between Cherry and Main
(N-S) Vicksburg - between Cherry and Main
(N-S) Market - between Hendrickson and Thorne
(N-S) State - between New 13 and City limit on north
(N-S) Virginia - between Everett and South Main

COLLECTOR: All remaining, not identified above.

As may readily be seen, the traffic patterns in Marion are hodge-podge of varying degrees of use. Street usage is determined by many factors. Most people use the streets and roadways which are shortest, easiest and most economical method of getting from one place to the other, whether within the community or from the community to any other place. The following factors determine why people drive over various routes:

1. Straightest possible line from origin to destination.
2. Use of through streets.
3. Surface condition of streets.
4. Avoidance of stop signs.
5. Avoidance of certain neighborhoods.
6. Avoidance of railroad crossings at grade.
7. Avoidance of heavy traffic conditions.

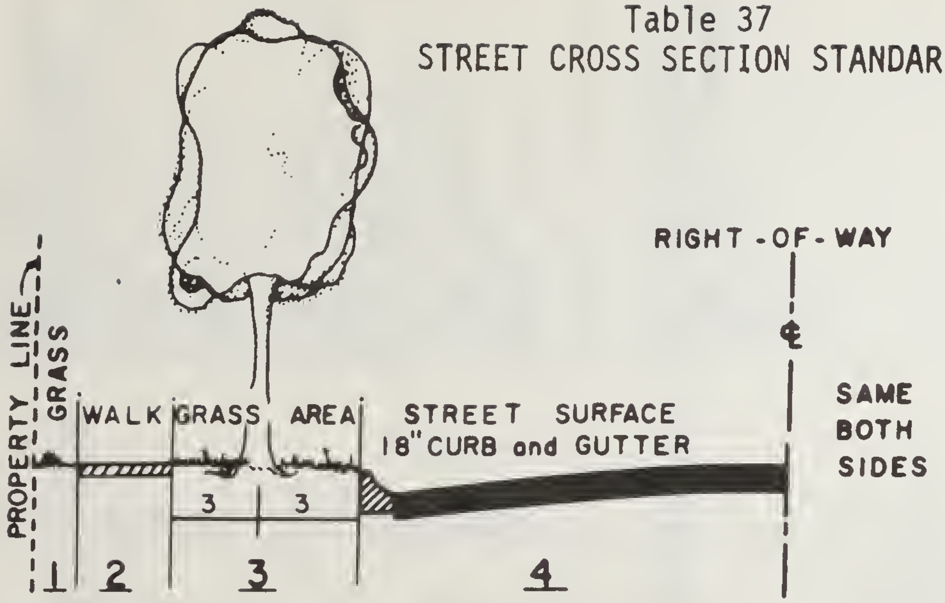
The above reasons have undoubtedly influenced the patterns of traffic volumes in Marion. Traffic usage of a particular street should not be the only criterion used to designate a street into a particular roadway type. The right-of-way width is also a determinant of roadway type. Table 37 outlines right-of-way cross section standards for the aforementioned roadway types.

The land use map indicates the street patterns in Marion.

Table 38 indicates the right-of-way width of the major roadways in Marion. These existing right-of-way widths in most cases fall below the Table 37 standards. In addition, many of the above mentioned rights-of-way vary in width as a result of a lack of inadequate and uncoordinated planning as the streets were dedicated for use.

Since acquiring additional Right-of-Way to bring the more widely used streets up to standard would be a costly process, the majority of these streets will probably be maintained at present widths. The designation of a street into a particular major roadway type with less than standard right-of-way width can be effectively accomplished by better traffic control elimination of on-street parking, circulation changes on minor streets and improved pavements on designated major roadways. The flow of traffic, which is a major criterion in an effective thoroughfare system, can be accelerated by off-street parking, sidewalks, pedestrian crosswalks and adequate pavements. The pavement types of Marion streets are also outlined on Table 38.

Table 37
STREET CROSS SECTION STANDARDS



STREET TYPE	RIGHT-OF-WAY	1	2	3*	Full Pavement Width 4	PARKING DATA
ARTERIAL THOROUGHFARES						
A	80-100b/	4	4	6-18	48	No Parking
PRIMARY STREETS						
A	70-80	2	4	6-10	48	No Parking
B	50-70	2	4	7-17	24	No Parking
SECONDARY STREETS						
A	60-70	0-2	4	6-11	40	Parking One Side or Both
B	50-60	0-2	4	6-10	30-32	Parking One Side
C	50-60	2	4	7-12	24	No Parking
COLLECTOR STREETS						
A	50-60	0-2	4	6-10	30-38	Parking One Side or Both

a/Source: Illinois Division of Highways and Greater Egypt Regional Planning and Development Commission.

*NOTE: Street trees, to be planted in grass area (3) if space is 6' or wider.

b/All dimensions are in feet.

Table 38
STREET CHARACTERISTICS
Marion, Illinois

Pavement Type Codes

C - Concrete
Bi - Bituminois
Br - Brick
DAW - Dustless All Weather
D - Dirt

Street Condition Code

E - Excellent
S - Satisfactory
U - Unsatisfactory
H - Hazardous

Street Name	Right-of-Way		Pavement Type	Condition	Neighborhood	1964 Traffic Counts (24 hour Period)
	Width	Length				
(East-West Streets)						
E. Patrick	40'	4800'	Bi	U	--	50-99
W. Patrick	50'	1000'	DAW	U	28	100-199
Clark	40'	1600'	DAW	3/4 U 1/4 H	28	0-49, 100-199
Finucane	40'	1400'	DAW	U	28	0-49,50-99
Fourth	40'	850	D	H	--	0-49, 50-99, 100-199
Illinois	60'	1200'	2/3 DAW 1/3 D	U	28	0-49, 50-99
Princeton	50'	1950'	D	H	--	Not Available
W. McDonald	50'	600'	DAW	S	33	0-49, 50-99
E. McDonald	50'	900'	DAW	S	28	0-49
Scottsboro	40'	3000'	1/2 D 1/2 Bi	U	--	50-99, 200-299, 300-399, 400-499, 500-599
First	40'	800'	D	H	--	0-49, 50-99, 300-399
Thompson (and Park)	60'	2400'	5/6 DAW 1/6 D	5/6 U 1/6 H	28	0-49, 50-99
W. DeYoung (Illinois 13)	Varies 100-200'	10500'	C	E	34, 33, 29	6050, 6450, 7000, 6650
E. DeYoung (Illinois 13)	Varies 90-110'	3800'	C	S	34, 29	6500, 3350, 2500-2999, 3000-3499, 3500-3999

Table 38
(Continued)

Street Name	Right-of-Way Width	Right-of-Way Length	Pavement Type	Condition	Neighborhood	1964 Traffic Counts (24 hour Period)
Carter	Varies 30-60'	4300'	1/3 Bi 2/3 DAW	S	28, 29	100-199
Kimmel	40'	800'	1/2 D 1/2 DAW	H	--	0-49
Barham	50'	1350'	DAW	3/4 S 1/4 U	34, 33	0-49, 100-199, 300-399
Rendleman	40'	350'	DAW	H	--	0-49
E. Charles	40'	550'	DAW	S	29	Not Available
W. Stockton	50'	2900'	1/2 Br 1/2 DAW	S	29, 33, 34	100-199, 200-299
Reeves	60'	3800'	3/4 DAW 1/4 D	3/4 U 1/4 H	29, 28	50-99, 100-199
W. Boulevard	70'	3100'	1/2 C 1/2 Bi	S	34, 33, 29	100-199, 400-499, 2500-2999
E. Boulevard	60'	4700'	Bi	2/3 S 1/3 U	29	700-799, 1250-1499, 1500-1749, 1750-1999, 2500-2999, 3000-3499
Goodall	Varies 40-50'	4800'	9/10 DAW 1/10 C	S	34, 33, 29	200-299, 300-399, 400-499 0-49
Parham	50'	3200'	2/3 DAW 1/3 D	2/3 U 1/3 H	29	50-99, 100-199
E. White	40'	4000'	2/3 C 1/3 Br	2/3 S 1/3 U	34, 33, 29	300-399,500-599, 600-699, 800-999, 700-799
E. White	40'	300'	DAW	U	29	0-49
Browning	50'	1900'	DAW	S	29	0-49, 50-99, 100-199
Grigg	40'	650'	D	U	--	Not Available
Central	30'	1200'	DAW	-	34	0-49, 50-99, 100-199, 200-299
McKinley	50'	1450'	DAW	U	29	50-99, 100-199, 200-299
Calvert	30'	700'	Br	U	30	0-49, 400-499, 500-699
Faust	30	2250'	DAW	U	34	0-49, 100-199, 200-299

Table 38
(Continued)

Street Name	Right-of-Way Width	Right-of-Way Length	Pavement Type	Condition	Neighborhood	1964 Traffic Counts (24 hour Period)
W. Jackson	30'	1000'	Bi	1/2 S 1/2 U	34, 30	0-49, 400-499
E. Jackson	Varies 30-40'	2900'	Bi	U	30	0-49, 50-99, 100-199, 200-299, 300-399, 400-499
W. Jefferson	30'	1200'	Bi	S	30	100-199, 600-699
E. Jefferson	30'	1900'	Bi	U	30	50-99, 100-199, 200-299, 300-399
Williams	30'	250'	Bi	U	30	0-49
Dewey	30'	1350'	DAW	U	34	0-49, 50-99
W. Union	30'	2600'	Bi	U	33, 30	200-299, 1000-1249, 700-799, 800-999
E. Union	Varies 30-50'	2700'	Bi	U	30	0-49, 800-999
Charles	30'	300'	--	U	30	0-49
W. Main	Varies 50-100'	7800'	C	S	--	6300, 7950, 8200, 8400, 8900, 9800
E. Main	50'	3400'	C	S	--	8800, 8100, 8150, 7950
Beech	30'	900'	-	U	31	50-99
W. College	30'	1350'	Bi	S	32P	2500-2999, 1750-1999
E. College	30'	2100'	Bi	3/4 U 1/4 H	31, 32P	1500-1749, 800-999 600-699, 200-299
Clay	30'	1250'	Bi	U	31	0-49, 100-199
Marion	30'	1500'	--	U	31, 32P	0-49, 100-199, 200-299
Coon	30'	400'	D	U	32P	Not Available
Cherry	Varies 40-50'	5300'	1/5 C 4/5 DAW	1/2 S 1/2 U	35, 37	100-199, 200-299, 300-399, 400-499, 800-999, 1000-1249
Slater	30'	400'	D	U	32P	0-49
Thorn	Varies 30-60'	1800'	Br	U	31, 32P	300-399, 400-499
(No Name) One Block South of Cherry	40'	1800'	DAW	U	37, 35	Not Available

Table 38
(Continued)

Street Name	Right-of-Way		Pavement Type	Condition	Neighborhood	1964 Traffic Counts (24 hour Period)
	Width	Length				
Chestnut	Varies 40-50'	4600'	1/3 DAW 1/3 Bi 1/3 C	U	35, 37	100-199, 200-299, 300-399 400-499, 500-599, 600-699
Walnut	Varies 40-50'	3700'	DAW	U	35, 37	50-99, 100-199, 200-299
Warder	30'	1050'	DAW	U	31, 32P	300-399
Cline	30'	700'	DAW	S	32P	0-49
Burnett	30'	350'	DAW	S	32P	0-49
Everett	Varies 30-60'	2950'	DAW	U	31, 32P	50-99, 200-299, 100-199
Denison	30'	550'	DAW	U	31, 32P	Not Available
Copeland	Varies 30-60'	5300'	DAW	1/8 S 7/8 U	32P, 35, 36, 37	50-99, 100-199, 200-299 400-499, 500-599
Allen	Varies 40-50'	1700'	2/3 Br 1/3 C	2/3 U 1/3 S	31, 32P	400-499, 800-999, 1000-1249
Prairie	50'	2650'	2/3 Bi 1/3 C	1/2 S 1/2 U	36	100-199, 200-299, 300-399, 400-499, 500-599
Davis	30'	500'	D	U	32P	0-49
Gooddard	30'	900'	DAW	U	32N	Not Available
Simmons	30'	900'	1/4 DAW 3/4 D	U	32P	0-49
Mitchell	30'	900'	DAW	U	32N	0-49
Park Lane	40'	4000'	Bi	U	31	Not Available
Maplewood	50'	2600'	DAW	1/4 S 3/4 U	37, 36	100-199, 200-299, 300-399, 400-499, 500-599
Gent	30'	900'	DAW	U	32P	0-49
Meridian	50'	300'	C	S	31	300-399
Circle Meridian Dr.	50'	1000'	-	U	31	100-199
Park View	40'	600'	Bi	U	31	100-199, 200-299
Red Bud Lane	50'	700'	DAW	U	37	100-199

Table 38
(Continued)

Street Name	Right-of-Way		Pavement Type	Condition	Neighborhood	1964 Traffic Counts (24 hour Period)
	Width	Length				
Browns Lane	40'	600'	DAW	U	37	50-99
Rice	30'	500'	DAW	U	32P	0-49
Jones	30'	1050'	1/3 Bi 2/3 DAW	1/3 S 2/3 U	31, 32N	100-199
Parish	40'	300'	C	U	31	100-199
Park	60'	1100'	Bi	U	31	0-49, 200-299
Bainbridge	50'	2000'	DAW	U	37	200-299, 300-399, 400-499
W. Malden	50'	3300'	DAW	U	36, 37	50-99, 100-199, 300-399
Richart	30'	400'	1/2 D 1/2 DAW	U	32P	Not Available
Capron	30'	400'	D	U	32N	0-49
Borton	30'	900'	DAW	U	32P	Not Available
Hendrickson	50'	4200'	Bi	S	37, 36, 32P	400-499, 1500-1749, 1750-1999, 2000-2499, 3000-3499
Boyton	Varies 30-60'	7200'	1/4 Bi 3/4 DAW	1/4 S 1/8 U 5/8 H	31, 32N, 32P	200-299, 2000-2499, 500-599, 600-699, 700-799, 1000-1249
Suzanne	50'	500'	DAW	U	37	0-49
Dorothy	50'	600'	DAW	U	37	200-299
Turnage	50'	500'	DAW	U	36N	100-199
Warren	40'	1200'	DAW	U	37	0-49, 200-299
Julianne	50'	3000'	1/3 C 1/3 Bi 1/3 DAW	1/2 U 1/2 E	37, 36N	0-49, 100-199, 200-299
Carol	50'	1000'	C	U	36N	0-49, 100-199
Concord	30'	1000'	DAW	U	36N	500-599, 600-699
Boston	30'	450'	DAW	-	36N	100-199
Lexington	40'	550'	DAW	-	36N	200-299
Walker	30'	900'	DAW	U	32P	0-49
Capron	30'	900'	1/2 DAW 1/2 D	U	32P	0-49

Table 38
(Continued)

Street Name	Right-of-Way Width	 Length	Pavement Type	Condition	Neighborhood	1964 Traffic Count (24 hour Period)
Texas	30'	900'	1/2 DAW 1/2 D	U	32P	0-49
Hillcrest	60'	1050'	DAW	U	31	Not Available
Marshall	50'	1200'	DAW	U	31	Not Available
(North-South Streets)						
Cambridge	40'	1300'	D	H	--	Not Available
Cornell	40'	1100'	D	H	--	Not Available
Stanford	40'	1300'	D	H	--	Not Available
Oxford	40'	1300'	D	H	--	Not Available
Yale	40'	1100'	D	H	--	Not Available
Fourth	50'	1200'	DAW	U	37	100-199
Third	50'	1700'	DAW	U	37	400-499, 500-599
Charlotte	50'	1000'	DAW	U	37	200-299
Second	50'	1700'	DAW	U	37	200-299, 300-399
Sherry	50'	1000'	DAW	U	37	100-199
First	Varies 30-50'	1700'	DAW	U	37	50-99, 100-199
S. Carbon	50'	4500'	DAW	E	37	200-299, 300-399, 700-799, 500-599
N. Carbon	50'	3400'	1/4 DAW 3/4 D	1/4 U 3/4 H	34	400-499, 200-299
(No Name) One Block West of N. Carbon Just South of Illinois 13	40'	1700'	D	H	--	Not Available
Castle Land	40'	400'	DAW	U	36N	0-49
Ewan	30'	400'	DAW	-	37	0-49
Dogwood	50'	1100'	DAW	U	37	100-199, 500-599

Table 38
(Continued)

Street Name	Right-of-Way		Pavement Type	Condition	Neighborhood	1964 Traffic Counts (24 Hour Period)
	Width	Length				
S. Pine	Varies 30-40'	800'	DAW	U	37	100-199
N. Pine	30'	900'	DAW	U	34	0-49, 200-299
Cash	40'	100'	D	H	--	0-49, 50-99
Roberta	40'	700'	DAW	U	37	100-199
Dayton	30'	400	DAW	U	37	0-49
Laura	40'	1450'	C	E	36N	100-199, 400-499
S. Fozzard	40'	1150'	DAW	U	37	50-99
N. Fozzard	30'	1800'	1/2 D 1/2 DAW	1/2 H 1/2 U	34	0-49, 50-99
Brown	40'	500'	D	H	--	0-49
S. Russell	40'	3100'	Bi	U	35, 36, 37	500-599,600-699,1250-1499, 1500-1749, 1750-1999
N. Russell	Varies 40-50'	5800'	Bi	U	34	300-399, 700-799, 800-999, 2500-2999
Midway Court	50'	2200'	DAW	U	36N	0-49, 300-399, 400-499, 800-999
Midway	40'	2000'	DAW	U	35, 36N	0-49, 50-99
Lear	40'	1350	DAW	U	34	0-49, 200-299
Aikman	Varies 30-40'	2000'	DAW	U	35, 36N	100-199
Hamlet	40'	1300'	DAW	U	34	0-49, 100-199, 200-299, 300-399
McCluskie	30'	900'	Bi	U	--	0-49
Bevabeck	50'	800'	DAW	U	36N	0-49, 50-99
S. Bently	40'	3100'	DAW	U	35, 36N	200-299, 400-499, 500-599, 600-699, 1000-1249
N. Bently	40'	1500'	Bi	U	34	0-49, 100-199, 300-399
Duncan Avenue	50'	1250'	DAW	U	36N	0-49, 50-99, 100-199
Duncan	40'	2450'	DAW	U	35, 36N	100-199

Table 38
(Continued)

Street Name	Right-of-Way Width	Right-of-Way Length	Pavement Type	Condition	Neighborhood	1964 Traffic Counts (24 hour Period)
S. Vicksburg	Varies 40-60'	4000'	1/2 Bi 1/4 C 1/4 DAW	1/4 U 3/4 S	35, 36N	0-49, 100-199, 400-499, 500-599, 600-699, 700-799, 800-999, 1250-1499
N. Vicksburg	40'	3400'	1/4 DAW 3/4 Bi	1/4 U 3/4 S	34	0-49, 100-199, 400-499 500-599, 700-799, 800-999
Hill	30'	2800'	DAW	U	35, 36N	0-49, 50-99, 100-199
Walker	30'	650'	Bi	H	34	50-99
Highland	40'	2500'	Bi	U	34	50-99, 100-199
Johnson	40'	2900'	1/6 D 5/6 Bi	U	34	0-49, 100-199, 200-299, 50-99
S. Court	60'	4100'	Br	U	32, 35, 36N	3450, 5350, 6550, 6900, 8750, 9150
N. Court	60'	5000'	C	E	33, 34	4300, 7000, 9600, 9650, 9800
Railroad	50'	9000'	-	U	33	100-199, 400-499
N. Granite	Varies 30-50'	2000'	1/4 Bi 3/4 DAW	1/2 U 1/4 S 1/4 H	33	0-49, 100-199, 200-299
S. Holland	30'	3000'	DAW	U	32P	0-49, 100-199, 400-499
N. Holland	40'	550'	Bi	U	33	0-49
S. Monroe	30'	3000'	DAW	U	32P	0-49, 50-99, 100-199, 200-299
N. Monroe	Varies 30-50'	3700'	Bi	U	33	0-49, 200-299, 300-399 400-499
S. Liberty	30'	3000'	C	U	32P	100-199, 200-299, 400-499
N. Liberty	30'	9000'	Br	S	33	200-299
S. Van Buren	30'	1400'	1/2 DAW 1/8 Br 3/8 D	5/8 U 3/8 H	32 NP	0-49, 50-99, 100-199, 600-699
N. Van Buren	Varies 30-50'	4600'	1/5 Br 4/5 Bi	1/2 S 1/2 U	28, 29, 30, 33	100-199, 200-299, 300-399 400-499, 600-699, 700-799, 800-999

Table 38
(Continued)

Street Name	Right-of-Way Width	Right-of-Way Length	Pavement Type	Condition	Neighborhood	1964 Traffic Counts (24 hour Period)
S. Market	60'	4400'	1/3 C 2/3 Bi	1/3 U 2/3 E	32 NP	700-799, 800-999, 2000-2499, 3000-3499, 3500-3999
N. Market	60'	4700'	C	S	28, 29, 30	0-49, 100-199, 3000-3499, 4500-4999, 5450
S. Madison	30'	3700'	1/8 Bi 7/8 C	U	32 NP	0-49, 50-99, 100-199, 200-299, 1000-1249
N. Madison	30'	3750'	1/4 Br 3/4 C	1/2 U 1/2 E	28, 29, 30	400-499, 600-699, 700-799, 800-999, 1000-1249
Glendale	50'	1300'	-	U	28	100-199, 200-299, 300-399
S. Mechanic	30'	4300'	1/3 Bi 2/3 C	U	32 NP	0-49, 50-99, 400-499
N. Mechanic	30'	900'	B	U	30	0-49, 200-299, 300-399, 400-499, 700-799
S. Buchanan	30'	4300'	3/4 C 1/8 D 1/8 Bi	U	31, 32NP	0-49, 100-199, 50-99
N. Buchanan	30'	900'	Bi	U	30	0-49, 200-299, 300-399, 700-799, 800-999
N. State	60'	3800'	Bi	1/2 S 1/2 U	28N, 29	600-699, 700-799, 1000-1249, 1250-1499
Virginia	50'	2300'	1/4 Bi 3/4 C	U	31	200-299, 400-499, 500-599, 700-799, 800-999, 1250-1499
Askew	30'	800'	C	U	31	1250-1499
Harper	30'	1350'	2/3 C 1/3 DAW	U	29, 30	50-99, 0-49, 100-199
Pleasant	40'	300'	-	S	31	50-99
Cunningham	30'	900'	DAW	U	30	0-49, 100-199, 400-499
Logan	Varies 30-60'	4200'	1/3 DAW 2/3 Bi	U	28, 29, 30	0-49, 50-99, 100-199, 200-299
Calument	50'	1200'	-	U	31	0-49, 200-299

Table 38
(Continued)

Street Name	Right-of-Way Width	Right-of-Way Length	Pavement Type	Condition	Neighborhood	1964 Traffic Counts (24 hour Period)
Garfield	Varies 50-60'	4300'	1/2 DAW 4/10 Bi 1/10 C	1/3 U 2/3 S	28, 29, 30	0-49, 100-199, 200-299, 300-399, 400-499
Parish	50'	300'	DAW	U	31	Not Available
Hadfield	50'	1200'	DAW	U	31	100-199
Laurel Court	50'	200'	DAW	U	31	Not Available
Tamarak	50'	900'	DAW	U	31	Not Available
Cedar	50'	600'	DAW	U	--	Not Available
Oakwood	40'	150'	DAW	U	--	Not Available
Future	30'	2500'	Bi	1/3 S 2/3 U	31	0-49, 200-299, 300-399, 400-499, 600-699
Hadfield	40'	500'	Bi	U	31	0-49
Burr	30'	300'	DAW	U	31	Not Available
Blue	30'	450'	D	H	31	Not Available
Green	30'	300'	DAW	U	31	Not Available
Governor	30'	350'	DAW	S	31	100-199
Gray	30'	400'	Bi	U	31	200-299
Washington	Varies 50-60'	2800'	DAW	U	28, 29, 30	0-49, 50-99, 100-199, 200-299
Parks	40'	1200'	DAW	U	28N	100-199, 200-299
Otis	40'	3000'	1/2 Bi 1/2 DAW	1/2 S 1/2 U	28, 29, 30	100-199, 200-299, 300-399
McLaren	Varies 40-50'	4000'	DAW	U	28, 29, 30	0-49, 100-199, 200-299
Fair	50'	3700'	1/10 D 9/10 C	1/10 H 3/10 U 3/5 S	28, 29, 30	0-49, 2500-2999, 3000-3499, 3500-3599
Avant	30'	650'	D	U	--	Not Available
Hartkoff	50'	650'	D	U	--	Not Available
Roosevelt	50'	1150'	D	1/3 H 2/3 U	--	Not Available
Taft	50'	1000'	D	U	--	Not Available
Hall (Public Rd.)	40-60'	1700'	D	H	--	Not Available

Condition of Streets

In addition to pavement types, street conditions are also important in the thoroughfare system of a community. As mentioned previously, people living in a community quickly learn to avoid streets with chuck holes and broken pavements. In order for a particular street to effectively function as a major roadway type, the pavement condition should not impede its flow of traffic.

Pavement conditions in Marion are generally satisfactory. The arterial thoroughfares in the community are in good condition. Spot checking in the winter of 1966 indicates several unsatisfactory segments (between intersections) and intersections breaking up as a result of the winter weather conditions.

Local Transportation Problems

The basic transportation problem is the aforementioned problem of traffic patterns being somewhat disconnected, due to the various intensities of use on the major thoroughfares within the community.

There is a problem of congestion and lack of parking around the square due to the expanded commercial activity. North-South and East-West traffic converging on the square pinpoints the most extreme transportation problem resulting from lack of planning. In the Central Business District curbside, diagonal parking is limited to two hours.

Inter City Transportation

Highways. As was mentioned previously, Marion is located on Illinois Highways New 13, Old 13, 37 and Interstate 57. These highways connect with many other major routes in the State. Illinois 13 begins in East St. Louis and terminates at Old Shawneetown on the Ohio River. Route 37 starts at Cairo and ends at U. S. Route 45 near Effingham. Illinois Route Old 13 begins in Murphysboro and terminates east of Marion.

Interstate Highway 57 will provide excellent access to Chicago upon its scheduled completion in 1972. State Highway Department has recently indicated the possibility of a new Route from St. Louis to Marion, Illinois. If these plans are eventually realized, Marion will have another through route connecting it with major cities.

Chapter 6

SPECIAL STUDIES

HOUSING AND NEIGHBORHOOD ANALYSIS

Background

Of land in use, the greatest percentage is devoted to residential purposes. Marion's greatest asset and largest investment is its housing. Good residential areas depend upon adequate streets, utilities, schools and playgrounds, enforcement of the various codes and protection from incompatible land uses. By sound regulatory measures and provision of adequate facilities, the city can assist in the maintenance and upgrading of existing residential structures and in the creation of new structures.

In 1960, the Bureau of the Census developed housing statistics from a twenty-five percent sample of the housing units in Marion. In the fall of 1965, the staff of the Greater Egypt Regional Planning and Development Commission surveyed houses in the city and developed a number of statistics. Although each of these two surveys considered somewhat different types of information, an examination of the data accumulated from each will prove useful in analyzing existing housing and formulating plans for future action. It should be noted that the 1960 and 1965 figures do not agree. In fact, the 1965 totals are less than the 1960 totals. This is due to the following factors:

1. A sample of 25% was extrapolated to determine the totals of the 1960 survey of housing units.

2. The 1965 survey was an actual survey of the housing structures within the community which is necessarily less than the housing units due to some multi-family units within one structure.

Types of Dwellings

A housing unit has been defined as a room or group of rooms occupied or intended for occupancy as separate living quarters. Such a definition is essentially the same as for a dwelling unit. This definition includes all house trailers or mobile homes, which will be discussed shortly.

Conditions of Dwellings

The 1960 census information was tabulated by Enumeration Districts hereinafter called Neighborhoods, and the 1965 Commission survey was on a house to house basis and tabulated by Neighborhoods. The Enumeration Districts of the 1960 city limits, and results of the 1965 survey are depicted on the Housing Map.

Table 39
HOUSING CHARACTERISTICS - MARION, 1960

Condition and Plumbing

Owner Occupied	2,884
Sound	2,453
With all plumbing facilities	2,320
Lacking some or all facilities	133
Deteriorating	390
With all plumbing facilities	241
Lacking some or all facilities	149
Dilapidated	41
Renter Occupied	1,087
Sound	735
With all plumbing facilities	594
Lacking some or all facilities	141
Deteriorating	321
With all plumbing facilities	150
Lacking some or all facilities	171
Dilapidated	31

Vacant available for sale	25
With all plumbing facilities	18
Lacking some or all facilities	7
Vacant available for rent	31
With all plumbing facilities	20
Lacking some or all facilities	11
All Housing Units	4,186

Water Supply

Hot and cold piped water inside structure	3,602
Only cold piped water inside structure	528
Piped water outside structure	24
No piped water	32

Toilet Facilities

Flush toilet, exclusive use	3,855
Flush toilet, shared	160
Other toilet, facilities or none	171

Bathing Facilities

Bathtub or shower, exclusive	3,677
Bathtub or shower, shared	153
No bathtub or shower	356

Bathrooms

One bathroom	3,163
More than one bathroom	328
Shared or none	695

ALL HOUSING UNITS	4,186

Bedrooms

0 and 1	625
2	2,416
3 or more	1,145

Units in Structure

1	3,924
2	113
3 or 4	75
5 or more	46
Trailer	28

Owner Occupied	2,884
1	2,829
2 or more	31
Trailer	24
Renter Occupied	1,087
1	903
2	88
3 and 4	65
5 to 7	17
10 or more	10
Trailer	4
Year Structure Built	
1955 to March 1960	298
1950 to 1954	358
1940 to 1959	609
1939 or earlier	2,921
Basement	
Basement	1,728
Concrete Slab	439
Other	2,019
Heating Equipment	
Steam or Hot Water	229
Warm Air Furnace	2,094
Floor, Water or Pipeless Furnace	407
Built in Electric Units	12
Other Means with Flue	1,297
Other Means without Flue	40
None	41
Source of Water	
Public System or Private Company	4,146
Individual Well	21
Other	19
Sewage Disposal	
Public Sewer	3,961
Septic Tank or Cesspool	85
Other or None	140

POPULATION

Population in Housing Units, 1960	10,990
Per Occupied Unit	2.8
Owner	2.8
Renter	2.6
Population in Dwelling Units, 1950	10,332
Per Occupied Unit	3,971

PERSONS

Owner Occupied	2,884
1 person	438
2 persons	1,032
3 persons	546
4 persons	538
5 persons	194
6 persons	99
7 persons	25
8 persons or more	12
Median	2.5

Renter Occupied	1,087
1 person	290
2 persons	327
3 persons	209
4 persons	116
5 persons	93
6 persons	23
7 persons	16
8 persons or more	13
Median	2.3

PERSONS PER ROOM

Owner Occupied	2,884
0.50 or less	1,581
0.51 to 1.00	1,128
1.01 or more	175

Renter Occupied	1,087
0.50 or less	507
0.51 to 1.00	459
1.01 or more	121

Residence in 1955

Population 5 years old and over	10,233
Same house as in 1960	5,375
Different House in U. S.	4,574
Same County	3,156
Different County	1,418
Same State	916
Different State	502
Abroad	6
Moved, Residence in 1955 not reported	278

Year Moved into Present Home

Total	11,274
1959 to 1960	2,783
1958	1,205
1957	880
1954 to 1956	1,806
1950 to 1953	1,371
1940 to 1949	1,518
1939 or Earlier	1,211
Always lived in this house	500

YEAR MOVED INTO UNIT

Owner Occupied	2,884
1959 to March 1960	357
1958	237
1954 to 1957	563
1940 to 1953	1,034
1939 or earlier	693

Renter Occupied	1,087
1959 to March 1960	475
1958	132
1954 to 1957	327
1940 to 1953	115
1939 or earlier	38

VALUE

Owner Occupied	2,828
Less than 5,000	681
5,000 to 7,400	680
7,500 to 9,900	506
10,000 to 12,400	430

Owner Occupied	
12,500 to 14,900	208
15,000 to 19,990	201
20,000 to 24,900	56
25,000 or more	66
Median	$7,800

GROSS RENT

Renter Occupied	1,087
Less than $20	7
$20 to $39	212
$40 to $59	316
$60 to $79	264
$80 to $99	146
$100 to $119	43
$120 or more	26
No Cash Rent	73
Median	$58.00

NUMBER OF ROOMS

All Units	4,186
1 room	66
2 rooms	117
3 rooms	422
4 rooms	1,669
5 rooms	1,157
6 rooms	525
7 rooms	126
8 rooms or more	104
Median	4.4

Owner Occupied	2,884
1 to 3 rooms	150
4 rooms	1,209
5 rooms	901
6 rooms	413
7 rooms	211
Median	4.6

Renter Occupied	1,087
1 room	47
2 rooms	97
3 rooms	246
4 rooms	401
5 rooms	193
6 rooms	87
7 rooms or more	16
Median	3.9
Vacant available for sale	25
Vacant available for rent	31

Analysis of 1960 Housing Characteristics

According to the 1960 census, 3,262 housing units, or approximately 78.0% of the 4,186 total housing units, were considered sound; that is no repairs or only minor repairs are needed. Two thousand nine hundred forty-seven of these had all plumbing facilities, while 315 lacked hot water, private toilet or bath or running water. The remaining 924 (801 deteriorating, and 123 dilapidated) constitute 22.0%, which is a significant percentage. This percentage is more significant because the unsound housing tends to be concentrated. These concentrations will be discussed further with the presentation of the 1965 data. There appears to be a definite need to improve housing conditions.

The vacancy ratio appears to be normal with only 56 of 4,186 or 1.3% vacant in 1960. Of the 4,130 housing units occupied, 70.0% were owner occupied. Of those owner occupied, 1,727 or 60.0% had been living in the same dwelling unit for 7 years or more, which indicates a better than average population stability. Of the total dwellings occupied, both owner and rented, 30.1% moved into their unit since 1958, between 1954 and 1957, 22.2% moved into their unit, between 1940 and 1953, 29.0% moved into their unit, and 18.7% moved into their unit in 1939 or earlier. This also indicates very little mobility inasmuch as 47.5% of the people had been living in their houses for 7 years or longer.

In 1960, only 28 trailers were in the City. This contrasts sharply to the 1965 survey which indicated a total of 45 trailers in the present city limits.

Another subject for concern is the existence of 695 dwelling units with no bathrooms, or a bathroom that was shared with another dwelling unit. These 695 dwelling units constitute approximately 16.6% of the total.

Finally, 3,961 units were using the public sewer system, and the remaining 225 were using septic tank, cesspool, other means of disposing of sewage, or none at all. With present consideration being given to annexation, additional consideration should be given either to have existing housing tap onto present sewers or to provide sewers for existing housing WITHIN the city limits.

Analysis of 1965 Housing Conditions Survey

In the Fall of 1965, staff members undertook a survey to determine housing conditions in Marion. The results of that survey indicate a number of facts which warrant corrective planning and remedial action.

Before present conditions can be analyzed and compared with information from the 1960 census, the categories used in the 1965 survey are the following:

1. Excellent - no deficiencies, well above average.
2. Sound - few minor deficiencies, above average, sound.
3. Fair - several minor deficiencies, sound, average, needing minor repairs.
4. Poor - several deficiencies, both major and minor, below average, needing some major repair.
5. Marginal - many deficiencies, well below average, question of investing in rehabilitation.
6. Unsalvageable - dilapidated, unfit for human habitation.

Major deficiencies refer to the structural defects of the house itself. Minor deficiencies are incidential to the primary structural parts of the house.

Table 40
HOUSING CONDITIONS - MARION, 1965*

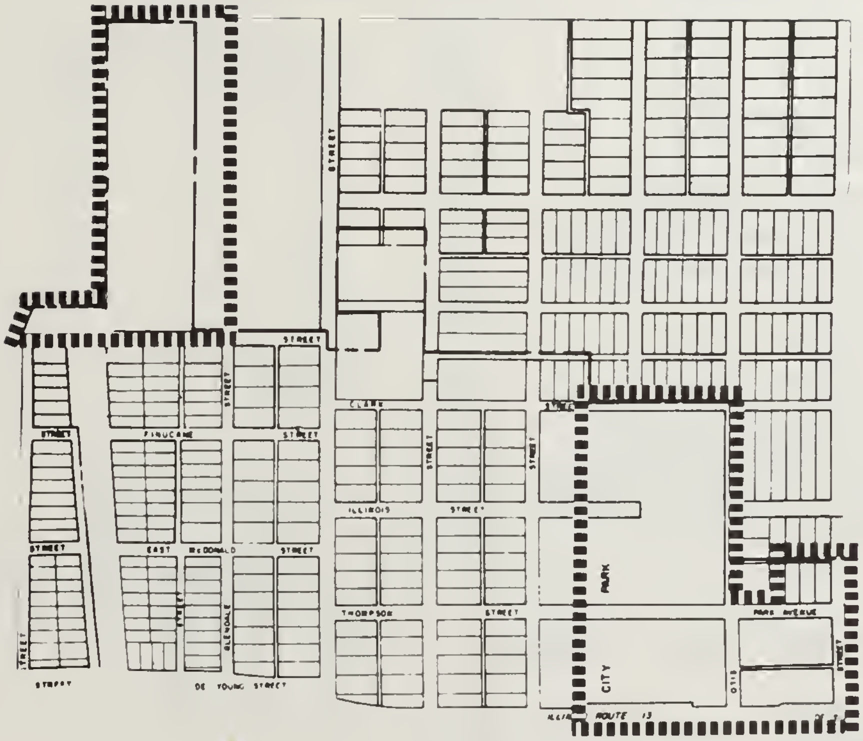
Housing Grade		Number of Buildings	%
R-1	Excellent	535	15.9
R-2	Sound	459	13.6
R-3	Fair	1,452	43.1
R-4	Poor	523	15.5
R-5	Marginal	247	7.4
R-6	Unsalvageable	111	3.3
	Trailers	45	1.2
	Total	3,372	100.0%

*Greater Egypt Regional Planning and Development Commission Survey.

In 1965, grades one to three constitute 72.6% of the total. Housing grades 4, 5, and 6 are the matter of concern since these structures have an adverse influence on the remainder of the community. Structures ranging from poor, through marginal, to unsalvageable number 881 in the community, which is 26.2% of the structures surveyed. These structures tend to be concentrated in two areas of the City.

Neighborhood

The following sections of this chapter present Housing, Land Use and Population figures on a Neighborhood basis. These neighborhoods were derived from the 1960 Census of Housing Enumeration Districts. Two districts, South East and Western constitute land annexed to the community since 1960, and information for these sections is only reflected in the 1965 field surveys taken.



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MARION, ILLINOIS

neighborhood

28 P

pt

NEIGHBORHOOD 28P
Marion, Illinois
HOUSING, 1960 CENSUS

Condition and Plumbing

All Housing units	28
Sound	28
With all plumbing facilities	28
Lacking only hot water	0
Lacking private toilet or bath or running water	0
Deteriorating	0
With all plumbing facilities	0
Lacking only hot water	0
Lacking private toilet or bath or running water	0
Dilapidated	0

Tenure, Color and Vacancy Status

All Housing Units	28
Owner Occupied	27
White	27
Non-white	--
Renter Occupied	--
White	--
Non-white	--
Available Vacant	
For rent	--
For sale only	--
Other vacant	1

Number of Persons

All Occupied Housing Units	27
1	2
2	9
3	6
4	7
5	2
6 or more	1
Median	--

Number of Rooms

All Housing Units	28
1	--
2	1
3	9
4	10
5	6
6	1
7	--
8	1
Median	--

Persons Per Room

All Occupied Housing Units	27
0.50 or less	6
0.51 to 0.75	10
0.76 to 1.00	8
1.01 or more	3

NEIGHBORHOOD 28P
Marion, Illinois
POPULATION, 1960 CENSUS

	Male	Female	Total
Total Population	45	37	82
Under 1 year	2	2	4
1 Year	4	-	4
2	1	1	2
3	-	2	2
4	2	1	3
5	1	-	1
6	-	-	-
7	1	-	1
8	1	-	1
9	-	-	-
10	1	1	2
11	-	-	-
12	1	1	2
13	2	1	3
14	1	-	1
15	-	-	-
16	3	-	3
17	-	-	-
18	-	1	1
19	-	1	1
20	-	3	3
21 years and over	25	23	48

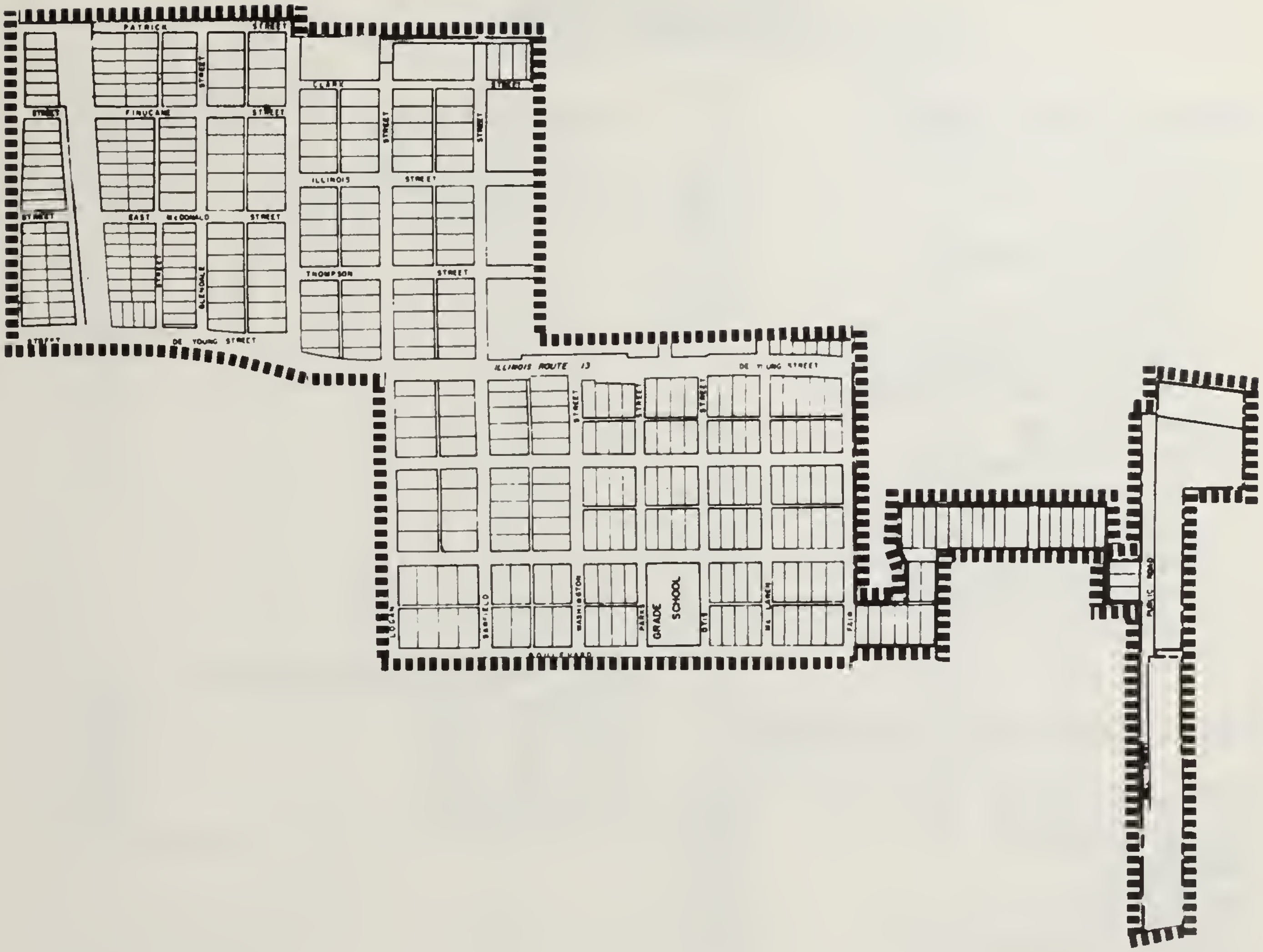
	Male	Female	Total	Percent
Total Population	45	37	82	100.0
Under 5 years	9	6	15	18.4
5 to 9 years	3	-	3	3.6
10 to 14 years	5	3	8	9.8
15 to 19 years	3	2	5	6.1
20 to 24 years	5	5	10	12.3
25 to 29 years	3	4	7	8.5
30 to 34 years	4	3	7	8.5
35 to 39 years	3	2	5	6.1
40 to 44 years	2	2	4	4.9
45 to 49 years	-	2	2	2.4
50 to 54 years	2	1	3	3.6
55 to 59 years	2	3	5	6.1
60 to 64 years	1	2	3	3.6
65 to 69 years	3	1	4	4.9
70 to 74 years	-	1	1	1.2
75 to 79 years	-	-	-	
80 to 84 years	-	-	-	
85 years and over	-	-	-	
18 years and over	25	28	53	64.8

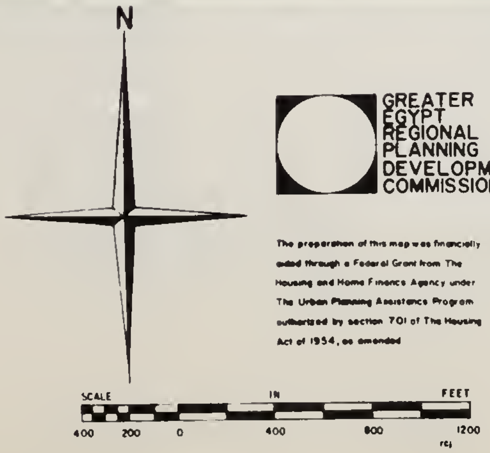
NEIGHBORHOOD 28P
Marion, Illinois
LAND USE CHARACTERISTICS - 1965

Land Use	Acres	% of Total
Residential	5.37	15.8
Trailers	----	---
Commercial	----	---
Parking	----	---
Industrial	----	---
Public/Semi-Public	13.38	39.38
Railroads	----	---
Streets and Alleys	4.04	14.54
Streets	3.78	11.12
Alleys	.26	3.42
Vacant	11.19	30.28
No. of Platted Lots	---	---
Total	33.98	100.0%

HOUSING CHARACTERISTICS - 1965

Housing Grade	Number of Buildings	% of Total
R 1	4	44.4
R 2	3	33.3
R 3	2	22.2
R 4	-	
R 5	-	
R 6	-	
Total	9	100.0%





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MARION, ILLINOIS

neighborhood

28 N

NEIGHBORHOOD 28N
Marion, Illinois
HOUSING, 1960 CENSUS

Condition and Plumbing

All Housing Units	369
Sound	322
With all plumbing facilities	288
Lacking only hot water	12
Lacking private toilet or bath or running water	22
Deteriorating	47
With all plumbing facilities	25
Lacking only hot water	8
Lacking private toilet or bath or running water	14
Dilapidated	0

Tenure, Color and Vacancy Status

All Housing Units	369
Owner Occupied	307
White	307
Non-white	---
Renter Occupied	52
White	52
Non-white	--
Available Vacant	4
For Rent	1
For sale only	3
Other vacant	6

Number of Persons

All occupied Housing Units	359
1	48
2	135
3	59
4	61
5	43
6 or more	13
Median	2.5

Number of Rooms

All Housing Units	362
1	--
2	7
3	25
4	170
5	110
6	41
7	8
8	8
Median	4.4

Persons Per Room

All Occupied Housing Units	359
0.50 or less	186
0.51 to 0.75	59
0.76 to 1.00	84
1.01 or more	28

NEIGHBORHOOD 28N
Marion, Illinois
POPULATION, 1960 CENSUS

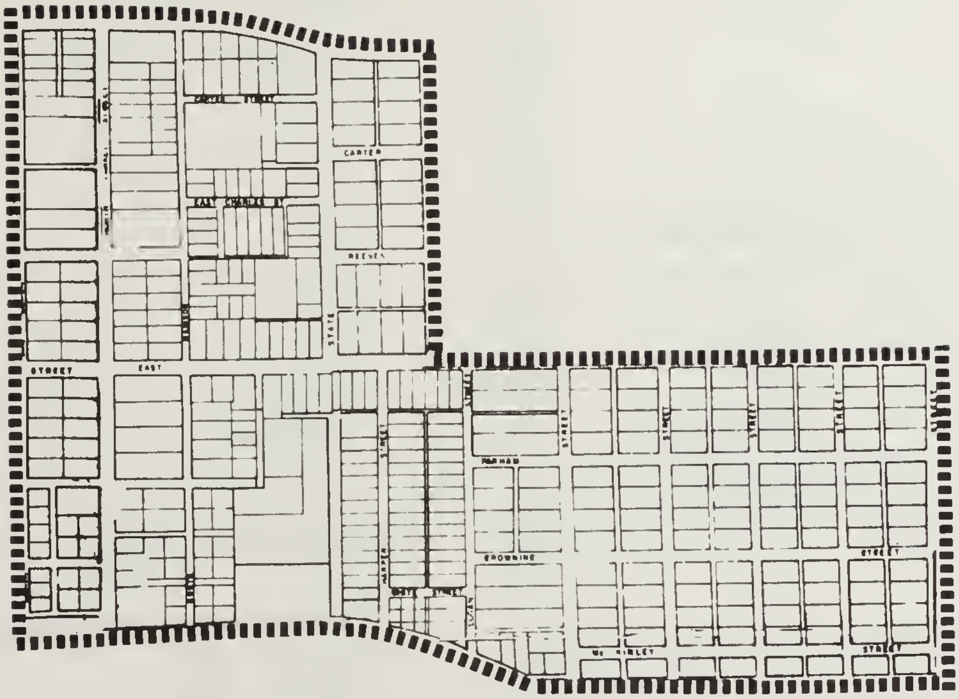
	Male	Female	Total	
Total Population	478	564	1042	
Under 1 year	9	5	14	
1 Year	10	10	20	
2	11	11	22	
3	6	8	14	
4	8	14	22	
5	10	9	19	
6	7	11	18	
7	14	11	25	
8	6	11	17	
9	--	4	4	
10	9	8	17	
11	7	7	14	
12	15	15	30	
13	11	13	24	
14	6	8	14	
15	12	7	19	
16	10	7	17	
17	9	4	13	
18	8	4	12	
19	2	1	3	
20	7	8	15	
21 years and over	301	388	689	
				Percent
Total Population	478	564	1042	100.0
Under 5 years	44	48	92	8.9
5 to 9 years	37	46	83	7.9
10 to 14	48	51	99	9.6
15 to 19	41	23	64	6.1
20 to 24	23	32	55	5.3
25 to 29	27	29	56	5.4
30 to 34	35	43	78	7.5
35 to 39	29	40	69	6.6
40 to 44	39	34	73	7.0
44 to 49	28	29	57	5.5
50 to 54	19	31	50	4.8
55 to 59	17	22	39	3.7
60 to 64	24	32	56	5.4
65 to 69	23	41	64	6.1
70 to 74	21	22	43	4.2
75 to 79	13	27	40	3.8
80 to 84	7	7	14	1.3
85 years and over	3	7	10	.9
18 years and over	318	401	719	68.6
Median Age	32.7	36.3		

NEIGHBORHOOD 28N
Marion, Illinois
LAND USE CHARACTERISTICS - 1965

Land Use	Acres		% of Total	
Residential	64.20		39.54	
Trailers	1.07		1.87	
Commercial	.82		.51	
Parking	----		----	
Industrial	----		----	
Public/Semi-Public	7.76		4.78	
Railroads	----		----	
Streets and Alleys	58.56		34.86	
Streets		47.05		27.76
Alleys		11.51		7.1
Vacant	29.94		18.44	
No. of Platted Lots	94			
Total	162.35		100.0%	

HOUSING CHARACTERISTICS - 1965

Housing Grade	Number of Buildings	% of Total
R 1	26	9.5
R 2	84	30.9
R 3	89	32.7
R 4	45	16.5
R 5	20	7.4
R 6	4	1.5
Trailers	4	1.5
Total	272	100.0%



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MARION, ILLINOIS

neighborhood

29

NEIGHBORHOOD 29
Marion, Illinois
HOUSING, 1960 CENSUS

Condition and Plumbing

All Housing Units	390
Sound	202
With all plumbing facilities	195
Lacking only hot water	4
Lacking private toilet or bath or running water	3
Deteriorating	168
Lacking all plumbing facilities	120
Lacking only hot water	27
Lacking private toilet or bath or running water	21
Dilapidated	20

Tenure, Color and Vacancy Status

All Housing Units	390
Owner Occupied	252
White	251
Non-white	1
Renter Occupied	120
White	120
Non-white	--
Available Vacant	1
For rent	--
For sale only	1
Other vacant	17

Number of Persons

All Occupied Housing Units	372
1	60
2	128
3	82
4	49
5	36
6 or more	17
Median	2.5

Number of Rooms

All Housing Units	390
1	2
2	14
3	28
4	147
5	116
6	56
7	15
8	12
Median	4.5

Persons Per Room

All Occupied Housing Units	372
0.50 or less	193
0.51 to 0.75	80
0.86 to 1.00	69
1.01 or more	30

NEIGHBORHOOD 29
Marion, Illinois
POPULATION, 1960 CENSUS

	Male	Female	Total
Total Population	478	571	1049
Under 1 year	4	9	13
1 year	9	8	17
2	13	10	23
3	8	8	16
4	8	8	16
5	7	6	13
6	7	13	20
7	9	5	14
8	7	8	15
9	6	5	11
10	9	11	20
11	14	7	21
12	12	7	19
13	11	5	16
14	11	9	20
15	6	14	20
16	8	11	19
17	8	7	15
18	5	9	14
19	4	5	9
20	4	6	10
21 years and over	308	400	708

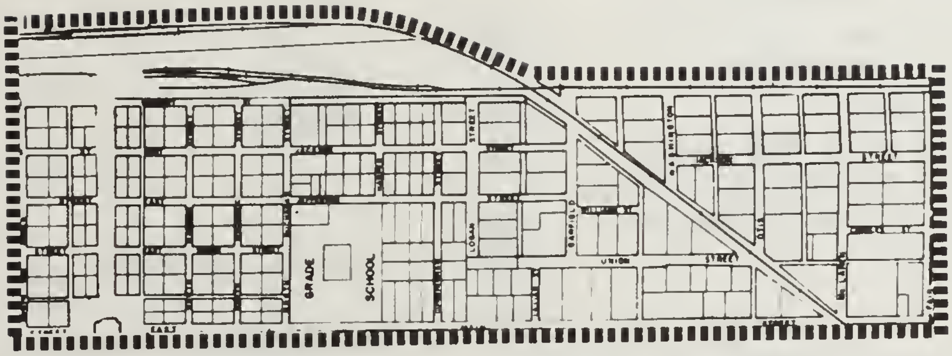
	Male	Female	Total	Percent
Total Population	478	571	1049	100.0
Under 5 years	42	43	85	8.2
5 to 9 years	36	37	73	6.9
10 to 14	57	39	96	9.2
15 to 19	31	46	77	7.3
20 to 24	20	27	47	4.5
25 to 29	25	29	54	5.1
30 to 34	25	20	45	4.3
35 to 39	19	38	57	5.4
40 to 44	43	43	86	8.2
45 to 49	33	37	70	6.7
50 to 54	23	31	54	5.1
55 to 59	29	35	64	6.1
60 to 64	24	37	61	5.8
65 to 69	24	34	58	5.5
70 to 74	14	33	47	4.5
75 to 79	14	23	37	3.5
80 to 84	12	13	25	2.4
85 years and over	7	6	13	1.2
18 years and over	321	420	741	71.0
Median Age	35.8	40.8		

NEIGHBORHOOD 29
Marion, Illinois
LAND USE CHARACTERISTICS - 1965

Land Use	Acres		% of Total	
Residential	71.63		51.54	
Trailers	.28		.20	
Commercial	4.23		3.04	
Parking	1.45		1.04	
Industrial	----		----	
Public/Semi-Public	1.36		.99	
Railroads	3.60		2.59	
Streets and Alleys	31.82		22.89	
Streets		26.58		19.12
Alleys		5.24		3.77
Vacant	24.62		17.71	
No. of Platted Lots	121			
Total	138.99		100.0%	

HOUSING CHARACTERISTICS - 1965

Housing Grade	Number of Buildings	% of Total
R 1	23	8.1
R 2	58	20.3
R 3	93	32.5
R 4	66	23.1
R 5	36	12.6
R 6	8	2.7
Trailers	2	.7
Total	286	100.0%



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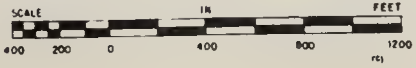


MARION, ILLINOIS

neighborhood

30

NEIGHBORHOOD 30
Marion, Illinois
HOUSING, 1960 CENSUS

Condition and Plumbing

All Housing Units	427
Sound	360
With all plumbing facilities	296
Lacking only hot water	17
Lacking private toilet or bath or running water	47
Deteriorating	64
With all plumbing facilities	25
Lacking only hot water	11
Lacking private toilet or bath or running water	28
Dilapidated	3

Tenure, Color and Vacancy Status

All Housing Units	428
Owner Occupied	259
White	258
Non-White	1
Renter Occupied	146
White	146
Non-white	---
Available Vacant	2
For rent	2
For sale only	--
Other vacant	20

Number of Persons

All Occupied Housing Units	405
1	112
2	152
3	58
4	49
5	17
6 or more	17
Median	2.1

Number of Rooms

All Housing Units	427
1	9
2	30
3	68
4	123
5	96
6	53
7	25
8	23
Median	4.4

Persons Per Room

All Occupied Housing Units	405
0.50 or less	257
0.51 to 0.75	67
0.76 to 1.00	55
1.01 or more	26

NEIGHBORHOOD 30
Marion, Illinois
POPULATION, 1960 CENSUS

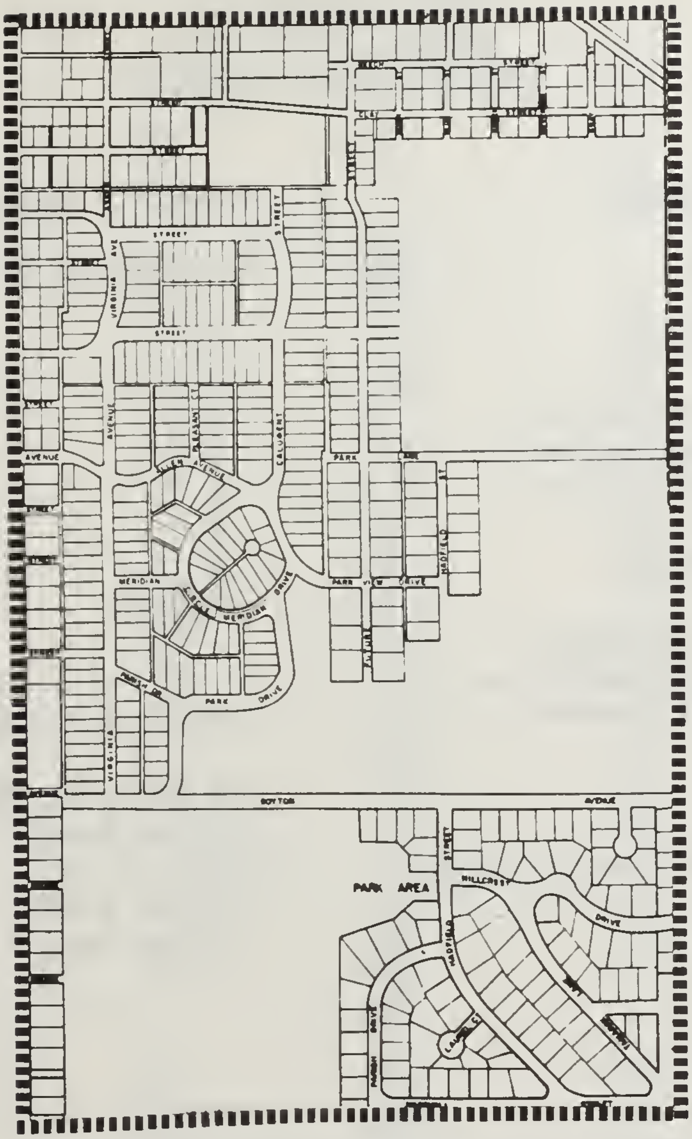
	Male	Female	Total	Percent
Total Population	484	560	1044	
Under 1 year	5	12	17	
1 year	6	10	16	
2	9	--	9	
3	6	5	11	
4	9	9	18	
5	1	7	8	
6	8	7	15	
7	5	3	8	
8	8	10	18	
9	7	4	11	
10	5	11	16	
11	4	3	7	
12	6	5	11	
13	9	8	17	
14	4	8	12	
15	3	6	9	
16	5	11	16	
17	8	4	12	
18	5	6	11	
19	2	4	6	
20	4	2	6	
21 years and over	365	425	790	
Total Population	484	560	1044	100.0
Under 5 years	35	36	71	6.9
5 to 9 years	29	31	60	5.7
10 to 14	28	35	63	6.1
15 to 19	23	31	54	5.1
20 to 24	21	22	43	4.1
25 to 29	32	20	52	4.9
30 to 34	22	25	47	4.5
35 to 39	26	31	57	5.4
40 to 44	19	29	48	4.6
45 to 49	29	35	64	6.1
50 to 54	28	42	70	6.8
55 to 59	33	40	73	7.1
60 to 64	31	36	67	6.5
65 to 69	40	46	86	8.2
70 to 74	33	42	75	7.2
75 to 79	25	29	54	5.1
80 to 84	21	17	38	3.6
85 years and over	9	13	22	2.1
18 years and over	376	437	813	77.8
Median Age	46.5	48.0		

NEIGHBORHOOD 30
Marion, Illinois
LAND USE CHARACTERISTICS - 1965

Land Use	Acres		% of Total	
Residential	28.72		32.54	
Trailers	.95		1.12	
Commercial	8.15		10.07	
Parking	2.41		3.83	
Industrial	----		----	
Public/Semi-Public	7.47		8.77	
Railroads	14.74		16.60	
Streets and Alleys	13.29		15.48	
Streets		11.60		13.50
Alleys		1.69		1.98
Vacant	9.45		11.59	
No. of Platted Lots		40		
Total	85.18		100.0%	

HOUSING CHARACTERISTICS - 1965

Housing Code	Number of Buildings	% of Total
R 1	--	---
R 2	7	4.1
R 3	70	40.9
R 4	43	25.2
R 5	24	14.1
R 6	20	11.6
Trailers	7	4.1
Total	171	100.0%



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neighborhood

31

NEIGHBORHOOD 31
Marion, Illinois
HOUSING, 1960 CENSUS

Condition and Plumbing

All Housing Units	428
Sound	335
With all plumbing facilities	326
Lacking only hot water	3
Lacking private toilet or bath or running water	6
Deteriorating	82
With all plumbing facilities	54
Lacking only hot water	15
Lacking private toilet or bath or running water	13
Dilapidated	11

Tenure, Color and Vacancy Status

All Housing Units	428
Owner Occupied	321
White	320
Non-White	1
Renter Occupied	95
White	95
Non-White	--
Available Vacant	5
For Rent	1
For sale only	4
Other vacant	7

Number of Persons

All Occupied Housing Units	416
1	60
2	148
3	81
4	70
5	27
6 or more	30
Median	2.5

Number of Rooms

All Housing Units	428
1	1
2	11
3	37
4	106
5	145
6	85
7	29
8	14
Median	4.9

Persons Per Room

All Occupied Housing Units	416
0.50 or less	232
0.51 to 0.75	81
0.76 to 1.00	79
1.01 or more	24

NEIGHBORHOOD 31
Marion, Illinois
POPULATION, 1960 CENSUS

	Male	Female	Total
Total Population	567	658	1225
Under 1 year	11	7	18
1 year	10	6	16
2	7	10	17
3	18	9	27
4	10	13	23
5	12	17	29
6	9	17	26
7	8	16	24
8	8	6	14
9	5	11	16
10	11	13	24
11	9	12	21
12	9	17	26
13	8	15	23
14	12	5	17
15	9	8	17
16	11	8	19
17	5	12	17
18	8	4	12
19	4	5	9
20	2	2	4
21 years and over	381	445	826

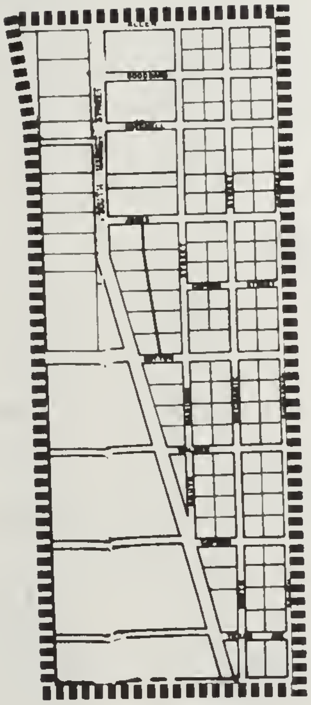
				Percent
Total Population	567	658	1255	100.0
Under 5 years	56	45	101	8.3
5 to 9 years	42	67	109	8.9
10 to 14	49	62	111	9.1
15 to 19	37	37	74	6.0
20 to 24	24	21	45	3.7
25 to 29	30	29	59	4.8
30 to 34	37	43	80	6.6
35 to 39	41	41	82	6.8
40 to 44	40	47	87	7.1
45 to 49	43	46	89	7.2
50 to 54	26	33	59	4.8
55 to 59	43	39	82	6.7
60 to 64	29	35	64	5.2
65 to 69	21	37	58	4.8
70 to 74	16	34	50	4.0
75 to 79	18	12	30	2.4
80 to 84	12	17	29	2.3
85 years and over	3	13	16	1.3
18 years and over	395	456	851	69.5
Median Age	36.0	38.0		

NEIGHBORHOOD 31
Marion, Illinois
LAND USE CHARACTERISTICS - 1965

Land Use	Acres		% of Total	
Residential	91.62		34.31	
Trailers	.32		.12	
Commercial	2.02		.76	
Parking	----		----	
Industrial	----		----	
Public/Semi-Public	----		----	
Railroads	.69		.26	
Streets and Alleys	40.32		15.10	
Streets		33.51		12.55
Alleys		6.81		2.55
Vacant	132.05		49.45	
No. of Platted Lots	112			
Total	267.02		100.0%	

HOUSING CHARACTERISTICS - 1965

Housing Grade	Number of Buildings	% of Total
R 1	68	16.6
R 2	42	10.3
R 3	232	56.7
R 4	36	8.8
R 5	23	5.6
R 6	6	1.5
Trailers	2	.5
Total	409	100.0%



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MARION, ILLINOIS

neighborhood

32 N

NEIGHBORHOOD 32N
Marion, Illinois
HOUSING, 1960 CENSUS

Condition and Plumbing

All Housing Units	105
Sound	62
With all plumbing facilities	56
Lacking only hot water	5
Lacking private toilet or bath or running water	3
Deteriorating	41
With all plumbing facilities	17
Lacking only hot water	7
Lacking private toilet or bath or running water	7
Dilapidated	2

Tenure, Color and Vacancy Status

All Housing Units	105
Owner Occupied	73
White	65
Non-white	8
Renter Occupied	24
White	21
Non-white	3
Available Vacant	--
For rent	--
For sale only	--
Other vacant	8

Number of Persons

All Occupied Housing Units	97
1	22
2	28
3	24
4	14
5	4
6 or more	5
Median	2.4

Number of Rooms

All Housing Units	105
1	--
2	2
3	10
4	31
5	33
6	24
7	2
8	3
Median	4.8

Persons Per Room

All Occupied Housing Units	97
0.50 or less	51
0.51 to 0.75	24
0.76 to 1.00	18
1.01 or more	4

NEIGHBORHOOD 32N
Marion, Illinois
POPULATION, 1960 CENSUS

	Male	Female	Total
Total Population	119	140	259
Under 1 year	3	2	5
1 year	3	1	4
2	1	1	2
3	2	8	10
4	1	-	1
5	2	3	5
6	-	1	1
7	3	1	4
8	1	2	3
9	2	1	3
10	3	1	4
11	1	2	3
12	1	2	3
13	3	1	4
14	3	1	4
15	-	1	1
16	3	2	5
17	3	3	6
18	2	5	7
19	1	2	3
20	1	-	1
21 years and over	80	100	180

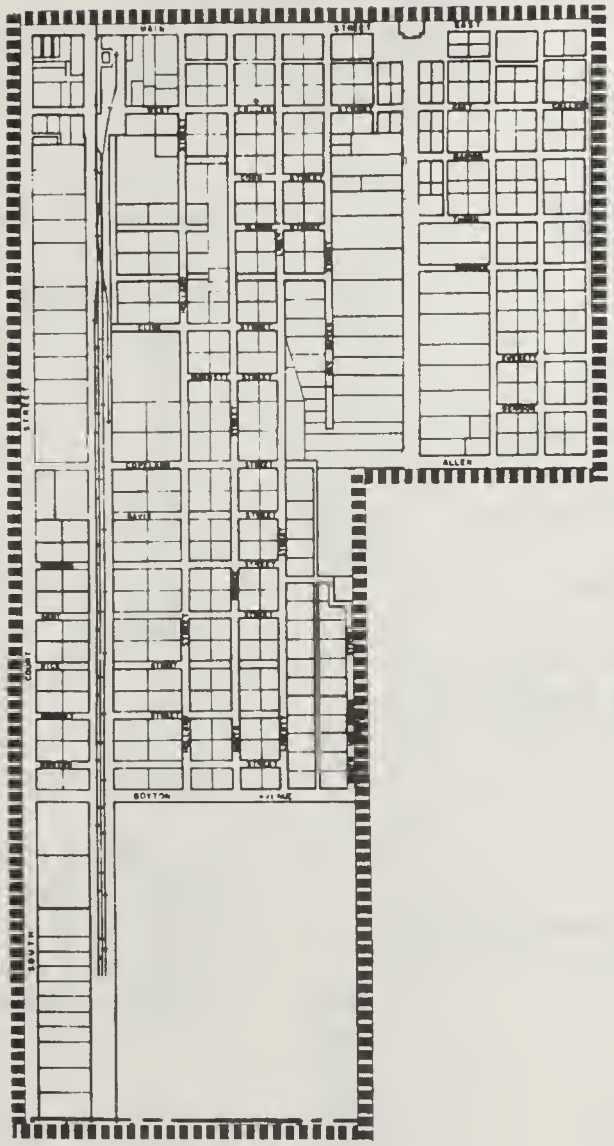
	Male	Female	Total	Percent
Total Population	119	140	259	100.0
Under 5 years	10	12	22	8.6
5 to 9 years	8	8	16	6.2
10 to 14	11	7	18	6.9
15 to 19	9	13	22	8.6
20 to 24	6	5	11	4.3
25 to 29	8	8	16	6.2
30 to 34	5	5	10	3.8
35 to 39	6	7	13	5.0
40 to 44	4	9	13	5.0
45 to 49	7	7	14	5.4
50 to 54	4	12	16	6.2
55 to 59	4	8	12	4.6
60 to 64	7	8	15	5.8
65 to 69	13	10	23	8.9
70 to 74	12	7	19	7.3
75 to 79	4	8	12	4.6
80 to 84	-	4	4	1.5
85 years and over	1	2	3	1.1
18 years and over	84	107	191	74.0
Median Age	37.1	42.8		

NEIGHBORHOOD 32N
Marion, Illinois
LAND USE CHARACTERISTICS - 1965

Land Use	Acres		% of Total	
Residential	19.79		34.74	
Trailers	.14		.25	
Commercial	.67		1.24	
Parking	----		----	
Industrial	----		----	
Public/Semi-Public	----		----	
Railroads	----		----	
Streets and Alleys	11.52		20.46	
Streets		11.43		20.30
Alleys		.09		.16
Vacant	24.52		43.11	
No. of Platted Lots		54		
Total	56.64		100.0%	

HOUSING CHARACTERISTICS - 1965

Housing Grade	Number of Buildings	% of Total
R 1	2	2.1
R 2	5	5.3
R 3	46	48.4
R 4	16	16.8
R 5	15	15.8
R 6	10	11.5
Trailers	1	.1
Total	95	100.0%



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MARION, ILLINOIS

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32 P

NEIGHBORHOOD 32P
Marion, Illinois
HOUSING, 1960 CENSUS

Condition and Plumbing

All Housing Units	264
Sound	130
With all plumbing facilities	86
Lacking only hot water	6
Lacking private toilet or bath or running water	38
Deteriorating	106
With all plumbing facilities	37
Lacking only hot water	14
Lacking private toilet or bath or running water	55
Dilapidated	28

Tenure, Color and Vacancy Status

All Housing Units	264
Owner Occupied	125
White	77
Non-white	48
Renter Occupied	119
White	71
Non-white	48
Available Vacant	3
For Rent	2
For Sale only	1
Other Vacant	17

Number of Persons

All Occupied Housing Units	244
1	93
2	68
3	33
4	15
5	10
6 or more	25
Median	1.9

Number of Rooms

All Housing Units	264
1	31
2	9
3	51
4	90
5	57
6	22
7	4
8	--
Median	4.0

Persons Per Room

All Occupied Housing Units	244
0.50 or less	123
0.51 to 0.75	35
0.76 to 1.00	57
1.01 or more	29

NEIGHBORHOOD 32P
Marion, Illinois
POPULATION, 1960 CENSUS

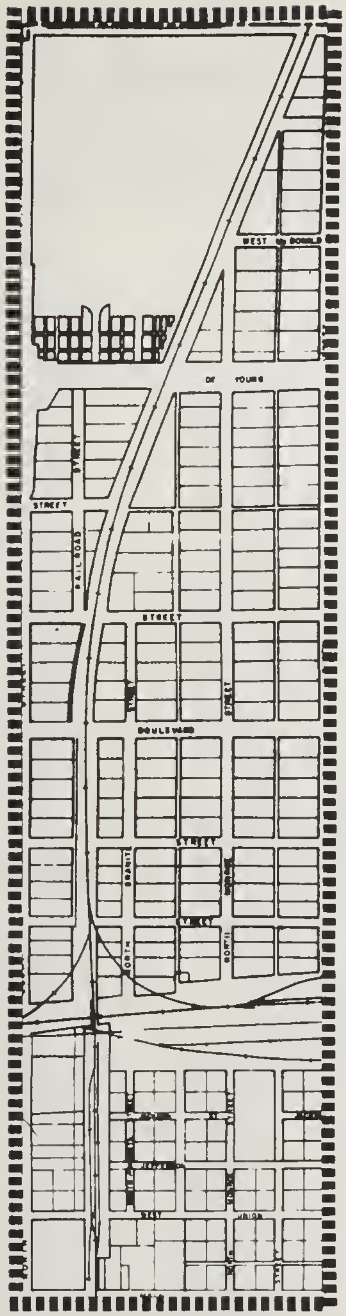
	Male	Female	Total	Percent
Total Population	317	309	626	
Under 1 year	10	3	13	
1 year	9	5	14	
2	6	7	13	
3	5	6	11	
4	3	4	7	
5	6	3	9	
6	7	5	12	
7	6	5	11	
8	3	4	7	
9	6	1	7	
10	5	5	10	
11	3	3	6	
12	4	6	10	
13	5	6	11	
14	5	6	11	
15	2	6	8	
16	7	9	16	
17	6	3	9	
18	5	4	9	
19	4	2	6	
20	3	2	5	
21 years and over	207	214	421	
Total Population	317	309	626	100.0
Under 5 years	33	25	58	9.3
5 to 9 years	28	18	46	7.4
10 to 14	22	26	48	7.6
15 to 19	24	24	48	7.6
20 to 24	14	10	24	3.8
25 to 29	16	14	30	4.9
30 to 34	17	15	32	5.1
35 to 39	13	18	31	4.9
40 to 44	15	14	29	4.8
45 to 49	20	23	43	6.9
50 to 54	15	20	35	5.5
55 to 59	18	24	42	6.8
60 to 64	23	15	38	6.0
65 to 69	21	23	44	7.1
70 to 74	16	18	34	5.4
75 to 79	14	12	26	4.1
80 to 84	6	7	13	2.0
85 years and over	2	3	5	.9
18 years and over	219	222	441	70.5
Median Age	36.7	41.6		

NEIGHBORHOOD 32P
Marion, Illinois
LAND USE CHARACTERISTICS - 1965

Land Use	Acres		% of Total	
Residential	62.05		44.18	
Trailers	.42		.30	
Commercial	3.88		2.77	
Parking	3.11		2.21	
Industrial	----		----	
Public/Semi-Public	2.82		2.01	
Railroads	10.59		7.54	
Streets and Alleys	35.23		25.08	
Streets		34.11		24.28
Alleys		1.12		.80
Vacant	22.34		15.91	
No. of Platted Lots		110		
Total	140.44		100.00%	

HOUSING CHARACTERISTICS - 1965

Housing Grade	Number of Buildings	% of Total
R 1	6	5.2
R 2	21	18.3
R 3	73	63.5
R 4	9	7.8
R 5	2	1.7
R 6	3	2.6
Trailers	1	.9
Total	115	100.0%



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33

NEIGHBORHOOD 33
Marion, Illinois
HOUSING, 1960 CENSUS

Condition and Plumbing

All Housing Units	300
Sound	234
With all plumbing facilities	186
Lacking only hot water	9
Lacking private toilet or bath or running water	39
Deteriorating	63
With all plumbing facilities	24
Lacking only hot water	11
Lacking private toilet or bath or running water	28
Dilapidated	3

Tenure, Color and Vacancy Status

All Housing Units	300
Owner Occupied	160
White	159
Non-white	1
Renter Occupied	119
White	119
Non-white	---
Available Vacant	8
For rent	6
For sale only	2
Other vacant	13

Number of Persons

All Occupied Housing Units	279
1	77
2	94
3	43
4	35
5	17
6 or more	13
Median	2.2

Number of Rooms

All Housing Units	300
1	12
2	20
3	41
4	92
5	82
6	33
7	10
8	10
Median	4.3

Persons Per Room

All Occupied Housing Units	279
0.50 or less	106
0.51 to 0.75	49
0.76 to 1.00	54
1.01 or more	16

NEIGHBORHOOD 33
Marion, Illinois
POPULATION, 1960 CENSUS

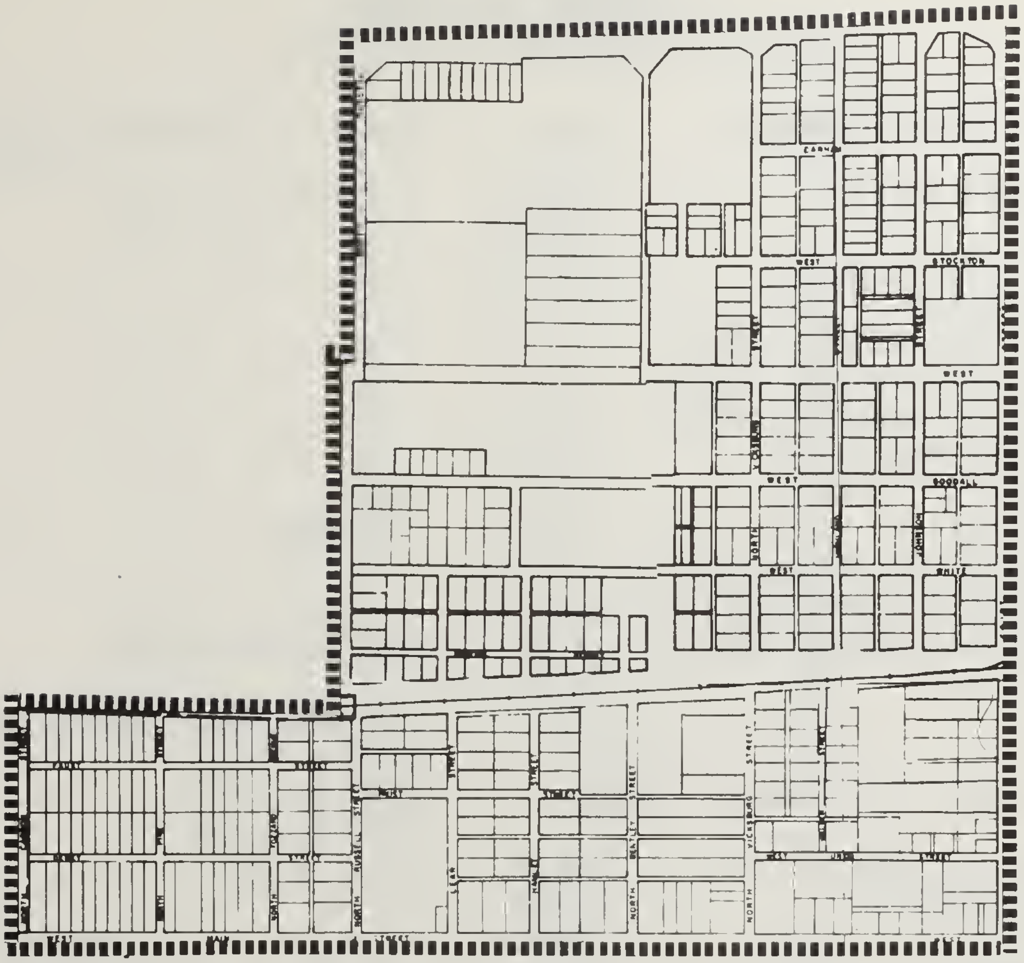
	Male	Female	Total	
Total Population	308	399	707	
Under 1 year	5	9	14	
1 year	4	7	11	
2	4	8	12	
3	4	7	11	
4	6	5	11	
5	5	3	8	
6	5	3	8	
7	3	4	7	
8	6	7	13	
9	3	4	7	
10	3	2	5	
11	3	5	8	
12	4	9	13	
13	2	3	5	
14	5	8	13	
15	2	9	11	
16	1	8	9	
17	4	5	9	
18	6	6	12	
19	2	3	5	
20	2	6	8	
21 years and over	229	278	507	
				Percent
Total Population	308	399	707	100.0
Under 5 years	23	36	59	8.4
5 to 9 years	22	21	43	6.2
10 to 14 years	17	27	44	6.3
15 to 19	15	31	46	6.5
20 to 24	15	22	37	5.2
25 to 29	13	13	26	3.6
30 to 34	20	16	36	5.1
35 to 39	21	26	47	6.6
40 to 44	22	25	47	6.6
45 to 49	19	21	40	5.7
50 to 54	14	22	36	5.1
55 to 59	23	24	47	6.6
60 to 64	17	25	42	6.0
65 to 69	16	28	44	6.3
70 to 74	15	23	38	5.3
75 to 79	20	17	37	5.2
80 to 84	8	9	17	2.4
85 years and over	8	13	21	2.9
18 years and over	239	293	532	75.4
Median Age	41.8	41.5		

NEIGHBORHOOD 33
Marion, Illinois
LAND USE CHARACTERISTICS - 1965

Land Use	Acres		% of Total	
Residential	42.55		29.06	
Trailers	.67		.46	
Commercial	11.75		8.03	
Parking	3.15		2.16	
Industrial	----		----	
Public/Semi-Public	2.13		1.45	
Railroads	20.12		13.74	
Streets and Alleys	28.32		19.34	
Streets		26.47		18.08
Alleys		1.85		1.26
Vacant	37.71		25.76	
No. of Platted Lots		49		
Total	146.40		100.00%	

HOUSING CHARACTERISTICS - 1965

Housing Grade	Number of Buildings	% of Total
R 1	5	2.6
R 2	5	2.6
R 3	121	65.0
R 4	33	17.0
R 5	14	7.5
R 6	3	2.3
Trailers	5	2.6
Total	186	100.0%



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NEIGHBORHOOD 34
Marion, Illinois
HOUSING, 1960 CENSUS

Condition and Plumbing

All Housing Units	422
Sound	325
With all plumbing facilities	294
Lacking only hot water	17
Lacking private toilet or bath or running water	14
Deteriorating	74
With all plumbing facilities	30
Lacking only hot water	19
Lacking private toilet or bath or running water	25
Dilapidated	23

Tenure, Color and Vacancy Status

All Housing Units	422
Owner Occupied	278
White	278
Non-white	---
Renter Occupied	107
White	107
Non-white	---
Available Vacant	12
For rent	8
For sale only	4
Other vacant	25

Number of Persons

All Occupied Housing Units	385
1	76
2	145
3	73
4	46
5	26
6 or more	19
Median	2.3

Number of Rooms

All Housing Units	422
1	6
2	20
3	45
4	180
5	111
6	46
7	10
8	4
Median	4.3

Persons Per Room

All Occupied Housing Units	385
0.50 or less	205
0.51 to 0.75	93
0.76 to 1.00	53
1.01 or more	34

NEIGHBORHOOD 34
Marion, Illinois
POPULATION, 1960 CENSUS

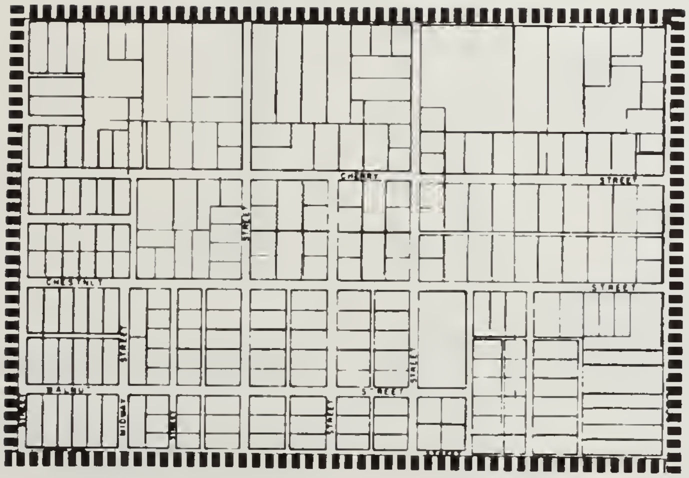
	Male	Female	Total	
Total Population	505	544	1049	
Under 1 year	15	9	24	
1 year	8	9	17	
2	6	8	14	
3	10	9	19	
4	4	4	8	
5	10	1	11	
6	7	9	16	
7	9	19	28	
8	7	6	13	
9	4	10	14	
10	12	5	17	
11	7	8	15	
12	7	10	17	
13	12	6	18	
14	3	6	9	
15	4	8	12	
16	9	5	14	
17	8	7	15	
18	7	7	14	
19	7	10	17	
20	1	9	10	
21 years and over	348	379	727	
				Percent
Total Population	505	544	1049	100.0
Under 5 years	43	39	82	7.8
5 to 9 years	37	45	83	7.9
10 to 14	41	35	76	7.2
15 to 19	35	37	72	6.8
20 to 24	15	32	47	4.5
25 to 29	28	25	53	5.0
30 to 34	35	25	60	5.7
35 to 39	35	34	69	6.6
40 to 44	39	40	79	7.5
45 to 49	30	35	65	6.2
50 to 54	30	41	71	6.8
55 to 59	27	40	67	6.4
60 to 64	41	34	75	7.1
65 to 69	21	28	49	4.7
70 to 74	20	24	44	4.2
75 to 79	19	19	38	3.6
80 to 84	6	6	12	1.2
85 years and over	3	5	8	.8
18 years and over	363	405	768	73.4
Median Age	37.6	40.0		

NEIGHBORHOOD 34
Marion, Illinois
LAND USE CHARACTERISTICS - 1965

Land Use	Acres		% of Total	
Residential	91.55		34.26	
Trailers	1.93		.73	
Commercial	14.09		5.33	
Parking	5.04		1.91	
Industrial	1.12		.42	
Public/Semi-Public	5.23		1.98	
Streets and Alleys	52.78		19.97	
Streets		45.69		17.29
Alleys		7.09		2.68
Railroads	11.15		4.26	
Vacant	81.41		31.14	
No. of Platted Lots	184			
Total	264.30		100.00%	

HOUSING CHARACTERISTICS - 1965

Housing Grade	Number of Buildings	% of Total
R 1	51	11.8
R 2	22	5.0
R 3	246	57.0
R 4	59	13.6
R 5	36	8.7
R 6	7	1.6
Trailers	11	2.3
Total	432	100.0%



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MARION, ILLINOIS

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35

NEIGHBORHOOD 35
Marion, Illinois
HOUSING, 1960 CENSUS

Condition and Plumbing

All Housing Units	297
Sound	218
With all plumbing facilities	196
Lacking only hot water	4
Lacking private toilet or bath or running water	18
Deteriorating	60
With all plumbing facilities	47
Lacking only hot water	7
Lacking private toilet or bath or running water	6
Dilapidated	19

Tenure, Color and Vacancy Status

All Housing Units	297
Owner Occupied	210
White	210
Non-white	---
Renter Occupied	77
White	77
Non-white	--
Available Vacant	3
For rent	1
For sale only	2
Other vacant	7

Number of Persons

All Occupied Housing Units	287
1	70
2	99
3	47
4	42
5	17
6 or more	12
Median	2.2

Number of Rooms

All Housing Units	297
1	1
2	7
3	54
4	98
5	95
6	28
7	5
8	9
Median	4.4

Persons Per Room

All Occupied Housing Units	287
0.50 or less	151
0.51 to 0.75	66
0.76 to 1.00	55
1.01 or more	15

NEIGHBORHOOD 35
Marion, Illinois
POPULATION, 1960 CENSUS

	Male	Female	Total
Total Population	330	421	751
Under 1 year	4	9	13
1 year	5	5	10
2	7	3	10
3	7	5	12
4	5	3	8
5	5	8	13
6	6	5	11
7	2	10	12
8	5	3	8
9	3	2	5
10	5	4	9
11	6	2	8
12	7	7	14
13	13	10	23
14	2	3	5
15	3	6	9
16	6	9	15
17	6	4	10
18	3	4	7
19	1	1	2
20	2	6	8
21 years and over	227	312	539

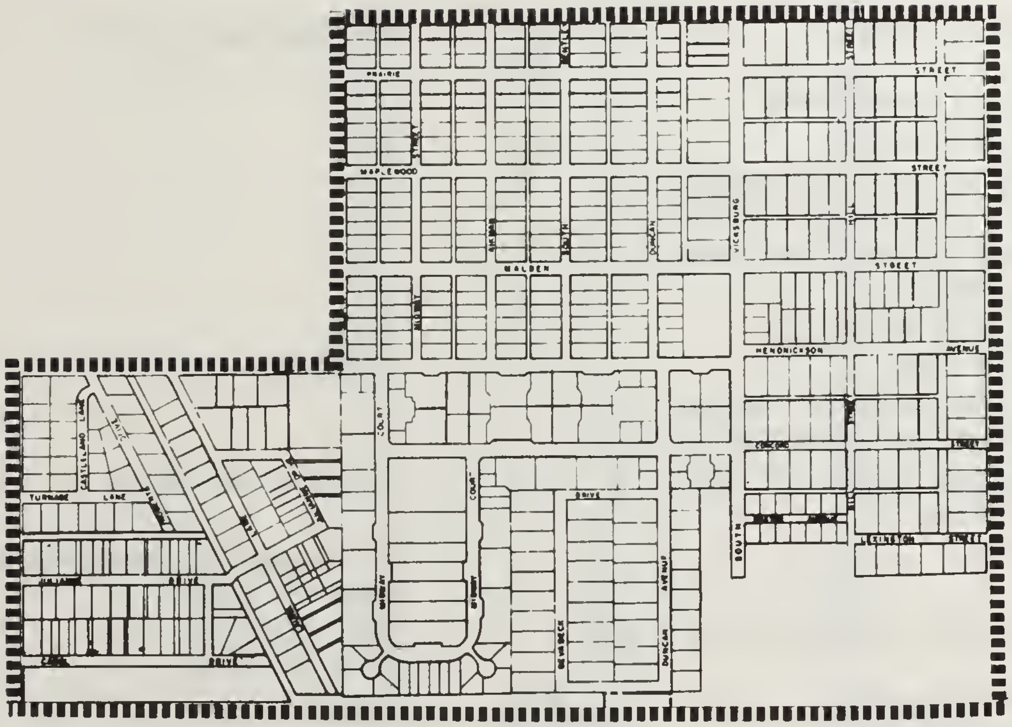
				Percent
Total Population	330	421	751	100.0
Under 5 years	28	25	53	7.0
5 to 9 years	21	28	49	6.5
10 to 14	33	26	59	7.9
15 to 19	19	24	43	5.7
20 to 24	17	22	39	5.3
25 to 29	19	22	41	5.5
30 to 34	13	17	30	4.0
35 to 39	23	38	61	8.1
40 to 44	28	17	45	6.0
45 to 49	14	32	46	6.1
50 to 54	19	26	45	6.0
55 to 59	21	37	58	7.7
60 to 64	25	33	58	7.7
65 to 69	19	23	42	5.6
70 to 74	13	17	30	4.0
75 to 79	9	19	28	3.7
80 to 84	5	11	16	2.1
85 years and over	4	4	8	1.1
18 years and over	233	323	556	74.0
Median Age	38.3	42.5		

NEIGHBORHOOD 35
Marion, Illinois
LAND USE CHARACTERISTICS - 1965

Land Use	Acres		% of Total	
Residential	55.48		51.49	
Trailers	----		----	
Commercial	6.41		5.96	
Parking	.16		.15	
Industrial	----		----	
Public/Semi-Public	7.45		6.92	
Railroads	----		----	
Streets and Alleys	20.90		19.42	
Streets		14.53		13.50
Alleys		6.37		5.92
Vacant	17.28		16.06	
No. of Platted Lots		60		
Total	107.68		100.00%	

HOUSING CHARACTERISTICS - 1965

Housing Grade	Number of Buildings	% of Total
R 1	13	6.4
R 2	32	15.7
R 3	115	56.6
R 4	23	11.3
R 5	16	8.0
R 6	4	2.0
Trailers	--	---
Total	203	100.0%



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MARION, ILLINOIS

neighborhood

36 N

NEIGHBORHOOD 36N
Marion, Illinois
HOUSING, 1960 CENSUS

Condition and Plumbing

All Housing Units	575
Sound	518
With all plumbing facilities	496
Lacking only hot water	10
Lacking private toilet or running water or bath	12
Deteriorating	53
With all plumbing facilities	27
Lacking only hot water	12
Lacking private toilet or running water or bath	14
Dilapidated	4

Tenure, Color and Vacancy Status

All Housing Units	575
Owner Occupied	400
White	400
Non-white	----
Renter Occupied	143
White	143
Non-white	---
Available Vacant	5
For rent	2
For sale only	3
Other vacant	27

Number of Persons

All Occupied Housing Units	543
1	41
2	159
3	139
4	124
5	48
6 or more	32
Median	3.0

Number of Rooms

All Housing Units	575
1	---
2	7
3	44
4	292
5	163
6	47
7	16
8	6
Median	4.3

Persons Per Room

All Occupied Housing Units	543
0.50 or less	198
0.51 to 0.75	159
0.76 to 1.00	134
1.01 or more	52

NEIGHBORHOOD 36N
Marion, Illinois
POPULATION, 1960 CENSUS

	Male	Female	Total
Total Population	840	880	1720
Under 1 year	19	27	46
1 year	26	16	42
2	27	20	47
3	22	21	43
4	27	23	50
5	25	19	44
6	25	18	43
7	22	18	40
8	12	14	26
9	12	21	33
10	14	9	23
11	18	25	43
12	13	20	33
13	22	15	37
14	7	8	15
15	8	9	17
16	13	13	26
17	18	12	20
18	3	7	10
19	5	12	17
20	8	12	20
21 years and over	494	541	1035

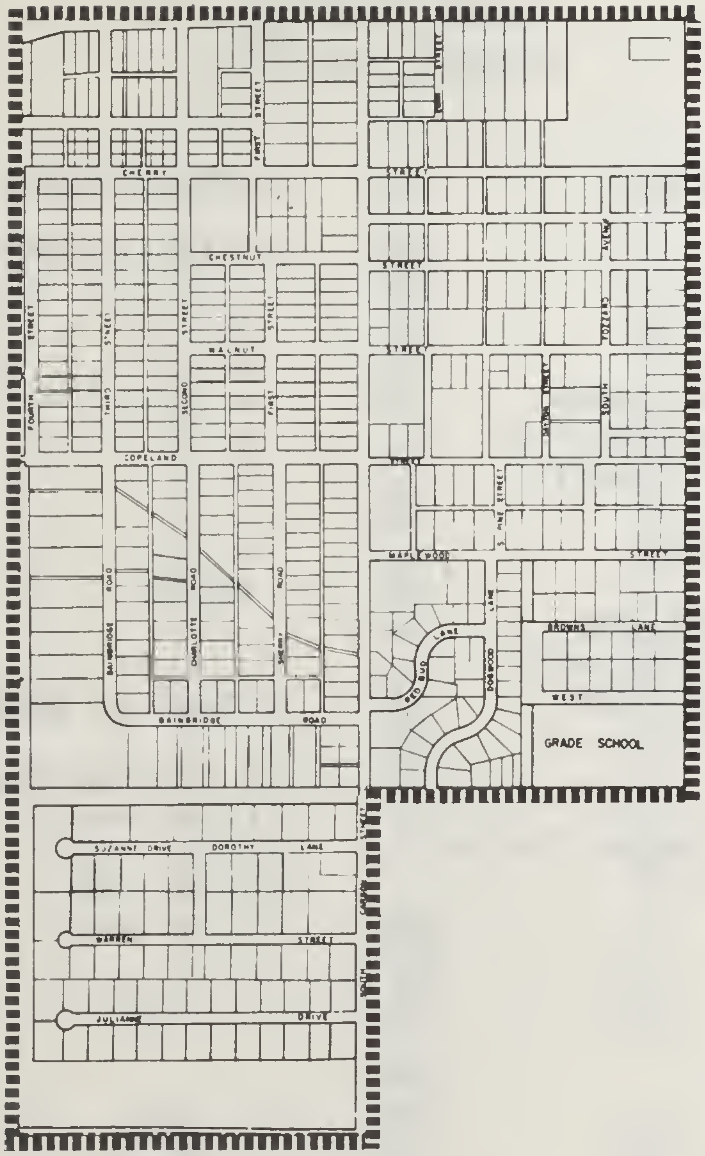
				Percent
Total Population	840	880	1720	100.0
Under 5 years	121	107	228	13.2
5 to 9 years	96	90	186	10.8
10 to 14	74	77	151	8.8
15 to 19	47	53	100	5.9
20 to 24	35	67	102	5.9
25 to 29	70	76	146	8.5
30 to 34	66	63	129	7.5
35 to 39	66	73	139	8.2
40 to 44	71	70	141	8.2
45 to 49	62	54	116	6.8
50 to 54	34	35	69	4.0
55 to 59	22	30	52	3.0
60 to 64	16	21	37	2.2
65 to 69	19	22	41	2.3
70 to 74	16	22	38	2.2
75 to 79	15	15	30	1.7
80 to 84	6	4	10	.5
85 years and over	4	1	5	.3
18 years and over	510	572	1082	63.1
Median Age	28.4	28.0		

NEIGHBORHOOD 36N
Marion, Illinois
LAND USE CHARACTERISTICS - 1965

Land Use	Acres		% of Total	
Residential	123.38		59.80	
Trailers	.62		.30	
Commercial	4.36		2.11	
Parking	.39		.19	
Industrial	----		----	
Public/Semi-Public	.32		.15	
Railroads	----		----	
Streets and Alleys	54.91		26.58	
Streets		39.29		19.02
Alleys		15.62		7.56
Vacant	22.45		10.87	
No. of Platted Lots		66		
Total	206.54		100.00%	

HOUSING CHARACTERISTICS - 1965

Housing Grade	Number of Buildings	% of Total
R 1	163	30.0
R 2	58	10.0
R 3	149	28.0
R 4	147	28.0
R 5	17	3.0
R 6	2	.3
Trailers	5	.7
Total	541	100.0%



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SCALE IN FEET
400 200 0 400 800 1200

MARION, ILLINOIS

neighborhood

37

NEIGHBORHOOD 37
Marion, Illinois
HOUSING, 1960 CENSUS

Condition and Plumbing

All Housing Units	580
Sound	527
With all plumbing facilities	501
Lacking only hot water	13
Lacking private toilet or bath or running water	13
Deteriorating	43
With all plumbing facilities	20
Lacking only hot water	13
Lacking private toilet or bath or running water	10
Dilapidated	10

Tenure, Color and Vacancy Status

All Housing Units	580
Owner Occupied	472
White	472
Non-white	---
Renter Occupied	84
White	84
Non-white	--
Available Vacant	13
For rent	8
For sale only	5
Other vacant	11

Number of Persons

All Occupied Housing Units	556
1	59
2	174
3	120
4	114
5	57
6 or more	32
Median	2.9

Number of Rooms

All Housing Units	580
1	---
2	8
3	43
4	238
5	195
6	62
7	22
8	12
Median	4.5

Persons Per Room

All Occupied Housing Units	556
0.50 or less	238
0.51 or 0.75	138
0.76 to 1.00	139
1.01 or more	41

NEIGHBORHOOD 37
Marion, Illinois
POPULATION, 1960 CENSUS

	Male	Female	Total
Total Population	835	885	1720
Under 1 year	15	17	32
1 year	22	14	36
2	17	19	36
3	22	16	38
4	14	19	33
5	28	12	40
6	21	25	46
7	21	26	47
8	17	21	38
9	14	13	27
10	18	16	34
11	13	16	29
12	12	24	36
13	24	19	43
14	8	15	23
15	16	11	27
16	16	13	29
17	12	7	19
18	6	6	12
19	3	13	16
20	3	11	14
21 years and over	513	552	1065

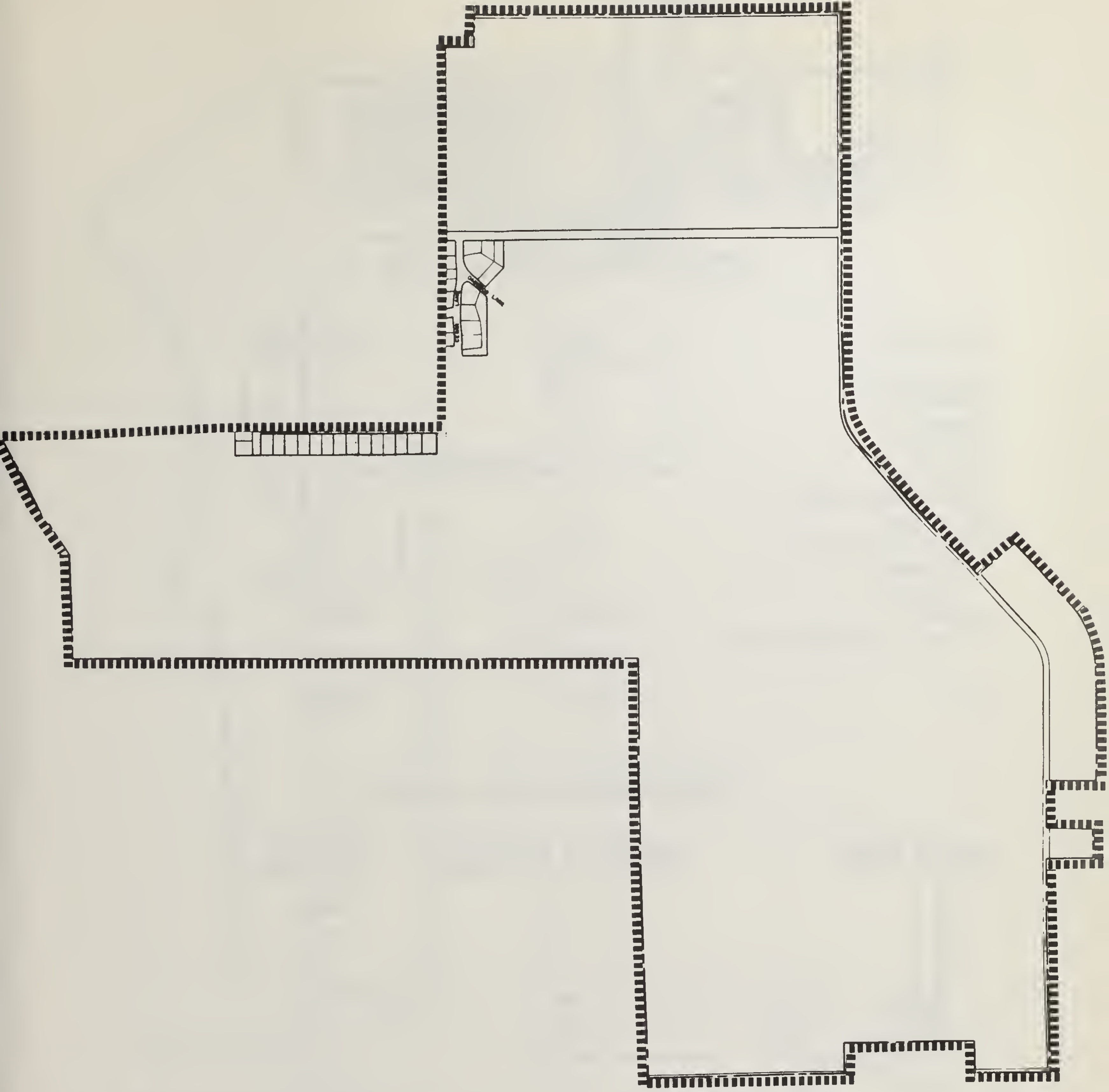
				Percent
Total Population	835	885	1720	100.0
Under 5 years	90	75	165	9.7
5 to 9 years	101	97	198	11.6
10 to 14	75	90	165	9.7
15 to 19	53	50	103	6.1
20 to 24	33	49	82	4.7
25 to 29	43	49	92	5.4
30 to 34	62	85	147	8.6
35 to 39	83	81	164	9.7
40 to 44	68	69	137	7.9
45 to 49	50	52	102	6.0
50 to 54	38	38	76	4.4
55 to 59	41	38	79	4.6
60 to 64	22	23	45	2.6
65 to 69	20	29	49	2.8
70 to 74	31	24	55	3.2
75 to 79	14	13	27	1.6
80 to 84	7	7	14	.8
85 years and over	4	6	10	.6
18 years and over	525	582	1107	64.5
Median Age	31.8	31.3		

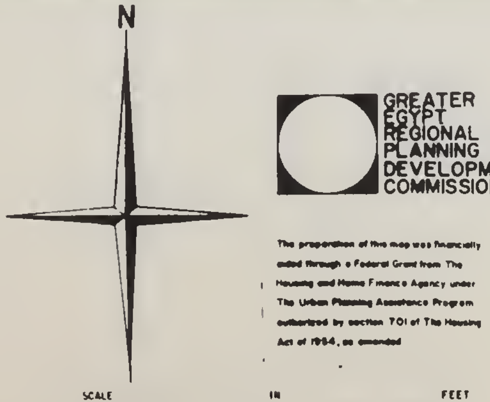
NEIGHBORHOOD 37
Marion, Illinois
LAND USE CHARACTERISTICS - 1965

Land Use	Acres		% of Total	
Residential	128.95		54.37	
Trailers	---		---	
Commercial	2.22		.93	
Parking	---		---	
Industrial	---		---	
Public/Semi-Public	21.42		8.56	
Railroads	---		---	
Streets and Alleys	50.13		21.01	
Streets		43.98		18.43
Alleys		6.15		2.58
Vacant	36.10		15.13	
No. of Platted Lots		95		
Total	238.63		100.00%	

HOUSING CHARACTERISTICS - 1965

Housing Grade	Number of Buildings	% of Total
R 1	157	31.0
R 2	118	24.0
R 3	189	38.0
R 4	19	4.0
R 5	6	1.4
R 6	6	1.4
Trailers	1	.2
Total	496	100.0%





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MARION, ILLINOIS

neighborhood

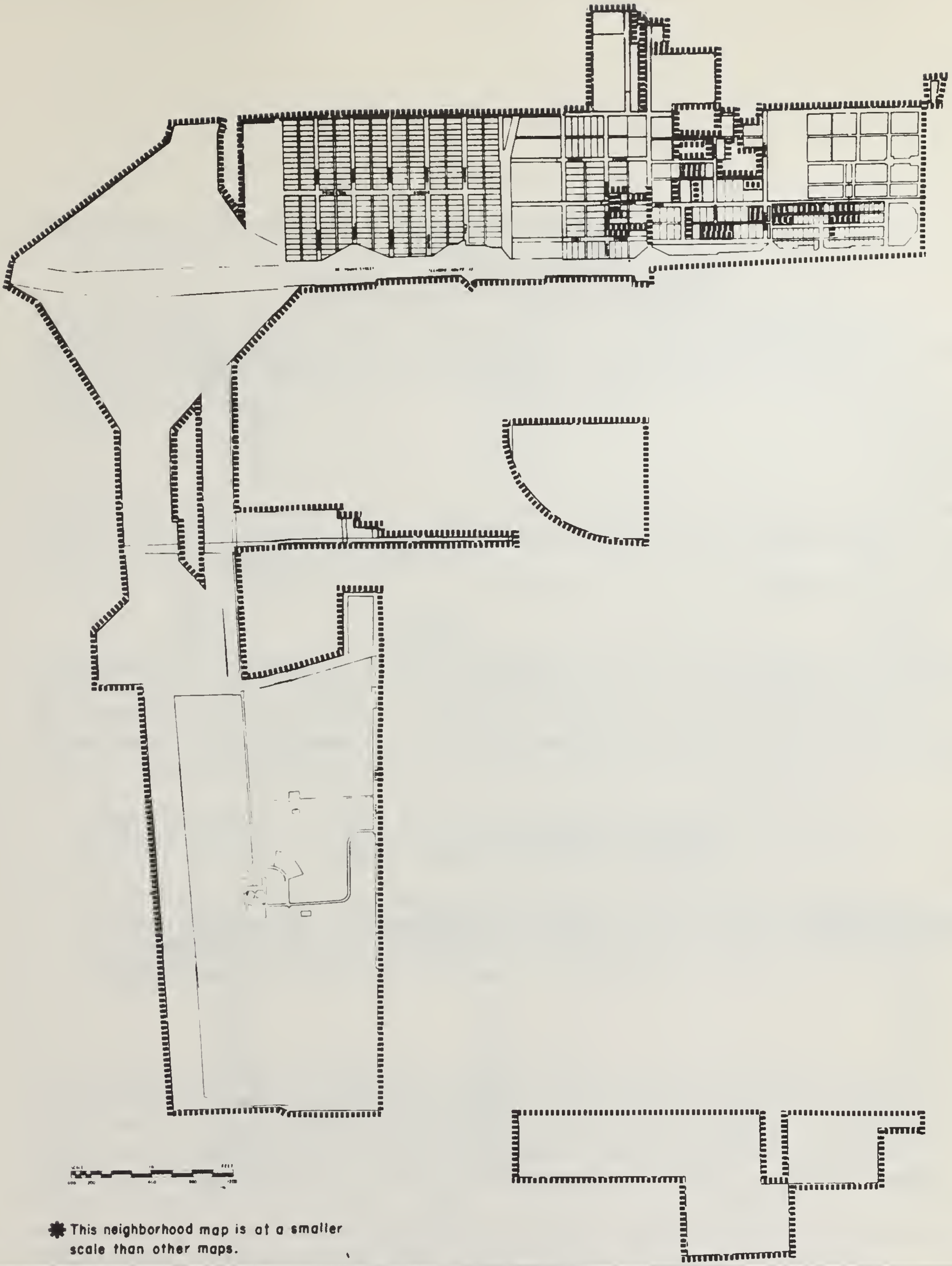
S.E. dist.

NEIGHBORHOOD S.E.
Marion, Illinois
LAND USE CHARACTERISTICS - 1965

Land Use	Acres		% of Total	
Residential	2.24		.51	
Trailers	----		----	
Commercial	----		----	
Parking	----		----	
Industrial	----		----	
Public/Semi-Public	----		----	
Railroads	----		----	
Streets and Alleys	14.39		3.31	
Streets		14.39		3.31
Alleys		---		----
Vacant	418.37		96.19	
No. of Platted Lots		19		
Total	435.00		100.00%	

HOUSING CHARACTERISTICS - 1965

Housing Grade	Number of Buildings	% of Total
R 1	13	100.0
R 2	--	---
R 3	--	---
R 4	--	---
R 5	--	---
R 6	--	---
Trailers	--	---
Total	13	100.0%



✱ This neighborhood map is at a smaller scale than other maps.

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MARION, ILLINOIS

neighborhood

Western dist.

NEIGHBORHOOD WEST
Marion, Illinois

LAND USE CHARACTERISTICS - 1965

Land Use	Acres		% of Total	
Residential	16.50		3.58	
Trailers	.39		.08	
Commercial	3.88		.26	
Parking	----		----	
Industrial	----		----	
Public/Semi-Public	75.42		16.36	
Railroads	----		----	
Streets and Alleys	167.57		36.35	
Streets		160.44		34.80
Alleys		7.13		1.55
Vacant	199.86		43.40	
No. of Platted Lots		366		
Total	463.62		100.00%	

HOUSING CHARACTERISTICS - 1965

Housing Grade	Number of Buildings	% of Total
R 1	4	2.8
R 2	4	2.8
R 3	27	18.7
R 4	27	18.7
R 5	38	26.4
R 6	38	26.4
Trailers	6	4.2
Total	144	100.0%

Improvement Programs

The Housing Map delineates possible areas for concentrated action through rehabilitation and/or redevelopment. These delineated areas are not based upon block average conditions, but upon individual structural conditions within the delineated areas and follow existing right-of-way lines.

To be sure, within each of the above areas many houses exist which are in fair or better condition, and to conserve these better structures, the areas were delineated.

The problem of improving these neighborhoods may be attacked in several ways through public action, but first some type of plan must be developed for some solution to emerge. Several preliminary actions should take place before action commences in order that the plan will have community support, especially from those directly affected. These are:

1. Property owners in these neighborhoods must become aware that a problem exists;

2. While this awareness is being evidenced, an education program as to what should and can be done to improve these neighborhoods must be undertaken. This may be of an informal nature such as through neighborhood meetings or newspaper articles.

Most people desire improvements and are willing and sometimes eager to cooperate in making the community a better place in which to live. These persons simply need direction to unify them. However, a "status quo" minority objects to improvements for various reasons. For some, improvements would mean an outlay of expenditures which they feel they could not afford--or if the property involved is an investment, it would result in an immediate smaller return or even a loss. For others, improvements would mean changing established patterns of living to which they have become accustomed. While the aforementioned preliminary actions are taking place, the local governing body should be considering the legal tools to be utilized only in the event recalcitrant owners hinder the progress being made by the rest of the community. The actions to be taken by the City Council are the enforcement of Building, Plumbing, Electrical, Housing and Fire Prevention Codes; and a study to determine the feasibility of establishing a community Conservation Board, which in turn would consider the feasibility of an urban renewal project or projects.

Codes and Urban Renewal are terms which immediately connote a governmental evil to some people. Most people are against anything they do not understand, but once understood, acceptance is much more likely to occur. Codes and Urban Renewal have been discussed widely and distorted interpretations have been made by both advocates and those opposed to such activities by governmental bodies.

Codes

The various codes are adopted by municipal ordinance and usually by reference to a publication of standards which are the result of years of study and updating by professional practitioners in the various fields concerned. These publications cover normally only minimum standards, which, if adhered to, will protect the health, safety and general welfare of the people in the community. For example, many structures built during the 1920's were not designed for the heavier electrical loads now being carried in most homes. As electrical usage increases with the development of various appliances and work saving devices, the strain becomes heavier on most of these older electrical systems. Many property owners have adjusted their electrical systems to meet the demands made upon them. Some people, either through gambline or naivete, do not make the necessary adjustments. Still others, through misguidance, make erroneous adjustments which may be just as hazardous as no adjustment at all. The electrical code adopted by the City would apply those minimum standards uniformly to all electricity users in the city, and consequently, dangerous situations of an electrical nature would then be eliminated, thus protecting the individual resident as well as his neighbors.

The adoption of a housing code by the community can assure minimum standards for the occupancy of dwellings. This code attempts to eliminate occupancy of substandard dwellings by setting requirements for sanitation, ventilation, light, air, space and other matters relating to health and safety. The adoption and enforcement of a housing code is the community's most effective tool in combating slum development.

On the other hand, performance codes such as Plumbing, Electrical and Building set up minimum technical standards for new construction and any remodeling that may be required.

Urban Renewal

Urban Renewal takes many different forms. After boundaries of a project are drawn, all privately held land may be bought, cleared, resubdivided and sold; or, all property within the boundaries may be retained by present property owners, but brought up to certain minimum standards; or, a combination of the above two extremes, such as partial clearance, partial resubdivision and partial rehabilitation. Urban Renewal is a tool which, if with proper and complete planning, can transform an area of the community from chaotic turmoil to a livable community. However, Urban Renewal has shortcomings. The shortcomings are primarily the effect Urban Renewal has upon those people directly effected which includes property owners, tenants, and shopkeepers. In almost all cases, the adverse affects are psychological and social rather than financial although each does have a bearing on the other. Consequently, the human element is the most difficult to plan for in an Urban Renewal project. Financially, Urban Renewal in Marion would be paid for as follows:

> The net cost of a project is paid 1/4 by the city, and 3/4 by the Federal Government. Part or all of the city's 1/4 share may be paid in the form of certain non-cash credits in an amount equal to improvements made by the city or other local public bodies such as a school district, highway department, etc.
>
> The net cost is determined essentially by subtracting proceeds from sale of land from the gross costs of the project which include:
>
> 1. Land acquisition costs;
> 2. Physical improvements such as streets, sewers;
> 3. Costs incurred for clearance;
> 4. Professional services;
> 5. Administration costs.

Before the City Council determines the advisability of establishing a community conservation board, the problems concerning affected persons and land disposition should be faced squarely. Relocation for those displaced must be provided for, and the marketability of cleared land must be established.

In regard to Urban Renewal, the City Council would want to know if any such project would be financially feasible. Would the city benefit from such a venture, even though a financial outlay would be incurred? A detailed study of this matter is required to determine the costs of such a project; and even then, these costs continually undergo revision due to plan changes, increases or decreases of actual costs incurred.

Although the costs to the City of Marion would be sizable, they could be considered an investment because they would produce the following dividends during and upon completion of such projects:

1. A safer, healthier environment for the citizenry.
2. A higher tax base. Increased value of real estate due to better residential neighborhoods will produce more tax revenue.
3. During the project a great deal of economic activity will be generated, as houses are sold, others built, streets and sewers built along with other improvements. This means a much higher than usual amount of money will be coming into the community.

Table 41
NEIGHBORHOOD ACTION PROGRAM

Neighborhood	Recommended Action
28P	Conservation
28N	Conservation, some redevelopment, addition of sewer and water, reduction of street acreage
29	Redevelopment, some renewal
30	Extensive renewal, some redevelopment, water and sewer
31	Redevelopment, some renewal, some sewer
32N	Redevelopment and renewal
32P	Extensive redevelopment and renewal
33	Redevelopment, water and sewer, public space
34	Conservation through renewal, water and sewer, public space
35	Redevelopment and renewal, some water and sewer
36N	Conservation and redevelopment, considerable public space
37	Conservation, minor renewal
S. E. District	Conservation, need careful subdivision and zoning control
Western District	Extensive redevelopment and renewal, water and sewer, careful subdivision and zoning control

CENTRAL BUSINESS DISTRICT ANALYSIS

Background

In the beginning of any community which has eventually developed into a great city, there was necessarily an area devoted to commercial activity. At first, this commercial area was limited, but as the entire community grew, so did the land devoted to commerce. Residential uses adjacent to the original business area eventually changed to commercial uses due to the increased land pressures. This pattern of development was generally repeated through a gradual enlargement of the original Central Business District (hereafter referred to as CBD). In some cities the pattern of commercial development changed radically when the original area failed to meet the demands of its population. In some instances the original area was abandoned in favor of a nearby area which held more promise for businessmen. And, in more recent years with the advent of the automobile, outlying shopping centers have drained various degrees of economic life from the downtown areas. The economic well being of the entire community depends to an extent on the healthiness of its CBD, which is the focal point of most communities. The health of the CBD depends upon many factors which will be examined in this part of the Basic Studies.

For purposes of this study and future reference and study, the extremities of the CBD Study Area are: One block north of railroad tracks on the north; Buchanan Street on the east; Thorn and Slater Streets on the south; and one block of Court Street on the west.

The present heart of the Marion CBD is the Williamson County Courthouse, soon to be moved. Due to the location of State Highways which traverse the City, the location of the various businesses, the extreme diversities of land use, and auto traffic patterns resulting from these factors, the Marion CBD leaves much to be desired.

Total land in the Marion CBD Study Area as delimited on the Central Business District Land Use Map amounts to 143.02 acres. Table 42 subdivides this acreage into the various general land use categories.

Table 42
MARION CBD STUDY AREA LAND USE

		Acres	%
Right-of-way - Streets	34.95		
Alleys	1.52		
Total		36.47	25.5
Residential (Buildings, lots)		30.20	21.1
Commercial (building area only, open storage, and used car lots)		25.51	17.8
Public/Semi-Public (government, churches, fraternal, etc. building area only)		3.61	2.5
Railroad		21.44	15.0
Parking lots (designated)		12.23	8.6
Vacant (all remaining structurally unimproved land)		13.13	9.2
Industrial		.43	.3
Totals		143.02	100.0%

Existing Conditions

The CBD Land Use map also shows the existing physical placement of all structures in the CBD. When used in conjunction with the Map, tables indicate particular information on each of the structures relating to Land Use, Floor Space and Structure Condition. Structure conditions are based upon the same criteria utilized for analysis of residential structures and range from excellent (1) to unsalvageable (6).

Tables 43 - 48 use Land Use Code Numbers. The Land Use Code refers to the Standard Land Use Coding as compiled by the Bureau of Public Roads and the Urban Renewal Administration in 1965 to coordinate activities of each of these governmental bodies. Although Tables 42 - 44 use 4 digits, the basic Land Use categories are as indicated in the first digit. Each succeeding digit breaks the major classification into a more closely dfined use. The major categories in this system are as follows:

1 - Residential
2 & 3 - Manufacturing
4 - Transportation
5 - Trade
6 - Services
7 - Cultural, entertainment and recreational
8 - Resource production and extraction
9 - Undeveloped land and water areas

Tables 46, 47, and 48 consolidate data listed in Tables 43, 44, and 45 in order that analyses can be made concerning the various activities and structural conditions in the CBD.

Table 43
CBD STUDY AREA - MAIN FLOOR
Marion CBD - 1967

Block No.	Facility No.	Land Use	Land Use Code	Floor Space	Condition
1	1	Residence	1100	375	3
2	1	Residence	1100	300	3
	2	Residence	1100	400	3
3	1	Residence	1100	450	3
4	1	Service Station	5530	625	1
5	1	Car Repair	6411	400	3
	2	Residence	1100	900	3
	3	Residence	1100	1350	3
	4	Residence	1100	1050	3
6	1	Residence	1100	750	3
	2	Junk and Scrap Dealer	5193	770	6
	3	Car Repair	6411	1480	4
	4	Plumbing and Heat Contractor	6621	6000	5
	5	Plumbing and Heat Contractor Parking	6621-5	4500	-
	6	Plumbing and Heat Storage	6621-4	800	5
	7	Paint Contractor	6622	3400	6
	8	Paint Contractor Parking	6622-5	1600	-
	9	Farmers Supply	5252	3650	4
	10	Farmers Supply Unloading & Parking	5252-5	1890	-
	11a	Oil Bulk Plant	5192	2000	4
	11b	Oil Bulk Plant	5192	220	4
	11c	Oil Bulk Plant	5192	200	3
	11d	Oil Bulk Plant Parking	5192-5	5080	-
	12	Open Scrap Metal and Junk	5193-4	10000	-
7	1	Residence	1100	1200	6
	2	Residence	1100	520	6
	3	Lumber Yard Storage	5210-4	1360	4
	4	Lumber Yard Storage	5210-4	740	3
	5a	Lumber Yard Storage	5210-4	13800	4
	5b	Lumber Yard Office	5210	600	4
	6a	I.C.RR Storage	4114-4	1600	5
	6b	I.C.RR Office	4114	800	5
	6c	I.C.RR Storage	4114-4	900	5
	6d	R.E.A. Office	4114	400	5
	6e	R.E.A. Office	4114-4	900	5

Table 43
(Continued)

Block No.	Facility No.	Land Use	Land Use Code	Floor Space	Condition
7	6f	Grocery Store	5410	2400	4
	6g	Grocery Store Storage	5410-4	800	5
	7	I.C. RR, R.E.A., Daniel's Parking	4114-5	19600	-
	8	Welding Supply Co.	5181	4275	5
	9	Welding Supply Co. Parking	5181-5	2750	-
	10	Welding Supply Co. Parking	5181-5	2700	-
8	1	Restuarant	5810	1400	4
	2	Car Sales	5511	9800	3
	3a	New Car Open Storage	5511-4	25200	-
	3b	New Car Open Storage	5511-4	11200	-
	4	Car Sales Employee Parking	5511-5	19800	-
	5	Moving and Storage and Warehouse	6370	4260	2
	6	Moving and Storage Parking	6370-5	1800	-
	7	Moving and Storage Warehouse	6370	7500	4
	8	Car Sales	5511	3200	5
	9a	Railroad Storage and Warehouse	4114-4	1200	5
	9b	Vacant Commercial	9400	1200	5
	10	Machine Parts Co.	5180	3000	4
9	1a	Vacant Commercial	9400	1400	6
	1b	Dry Cleaners	6210	1400	6
	2	Dry Cleaners Parking	6210-5	2400	-
	3	Residence	1100	600	6
	4	Residence	1100	2000	5
	5	Residence	1100	1050	4
	6	Residence	1100	1350	4
	7	Feed Open Storage	5961-4	3600	-
	8	Feed Building	5961	3200	4
10	1	Cemetery	6242	54440	-
	2	Car Repair	6411	4000	5
	3a	New Car Sales	5510	4400	3
	3b	Car Service	6410	4400	3
	4	Used Car Sales	5512	14000	-
	5	Car Wash	6412	800	3
	6	Auto Supply Co. Parking	5590-5	4000	-
	7a	Auto Supply Sales	5590	13000	3

Table 43
(Continued)

Block No.	Facility No.	Land Use	Land Use Code	Floor Space	Condition
10	7b	Auto Supply Machine Shop	6411	2250	3
	8	Auto Supply Storage	5590-4	1375	6
	9	Residence	1100	1375	5
	10	Residence	1100	1375	6
	11	Dairy Store	5491	2800	1
	12	Dairy Store Parking	5491-5	400	-
	13	Residence	1100	600	4
11	1	Oil Co. Warehouse	5192	1500	4
	2	Oil Co. Truck Parking	5192-5	6000	-
	3	Construction Contractor	6611	5200	4
	4	Residence	1100	750	6
	5	Residence	1100	1125	5
	6	Auto Parts Warehouse	5112	38600	3
	7	Service Station	5530	750	3
12	1	Construction Contractor	6611	3700	3
13	1	Vacant Residence	1100	750	6
	2	Construction Contractor	6611	2300	3
14	1	Bread Co. Garage	2150-6	4800	2
	2	Residence	1100	1200	4
15	1	Vacant Commercial	9400	7150	6
16	1	Confectionary Whse.	5440	5775	3
	2	Residence	1100	1000	3
17	1	Vacant Commercial	9400	4750	6
	2	Vacant Bldg. Parking	9400-5	2850	-
	3	Vacant Commercial	9400	5600	6
	4	Residence	1100	1125	2
	5	Residence	1100	1150	2
	6	Residence	1100	1250	4
	7a	Restaurant	5810	975	4
	7b	Shoe Repair	6253	487	4
	7c	Shoe Sales	5660	487	4
	8a	Beauty Shop	6231	975	5
	8b	Barber Shop	6232	975	5
	9	Meat Market	5421	2375	4
	10	Furniture & Appliance	5700	1900	5
	11	Telegraph Co.	4720	1900	3
	12	Paint & Wallpaper	5230	3800	3
18	1a	Optometrist	6511	800	3
	1b	Insurance Agency	6142	800	3
	1c	Finance Company	6122	800	3
	1d	Restaurant	5810	800	3
	2	Upholstery Sales and Service	6494	1600	6

Table 43
(Continued)

Block No.	Facility No.	Land Use	Land Use Code	Floor Space	Condition
18	3	Restuarant Garage	5810-6	1650	4
	4	Appliance Sales and Service	5720	5600	3
	5	Appliance Sales Parking	5720-5	1750	-
	6	Parking	4600	1320	-
	7	Residence	1100	1800	4
	8	Residence	1100	1215	3
	9	Parking	4600	4000	-
19	1	Residence	1100	1250	4
	2a	Residence	1100	1200	3
	2b	Mower Sales & Service	5969	450	3
	3	Vacant Residence	1100	1500	6
	4	Residence	1100	900	4
	5	Residence	1100	1250	4
	6	Residence	1100	1250	3
	7	Residence	1100	1250	3
20	1	Residence	1100	1575	3
	2a	Residence	1100	1350	2
	2b	Barber Shop	6232	400	2
	3	Residence	1100	1200	3
	4a	Reweaving Service	6251	200	4
	4b	Residence	1100	1900	4
21	1	Residence	1100	625	5
	2	Bottling Co. Storage Warehouse	2185-4	6000	5
	3	Bottling Co.	2185-5	2000	-
22	1	Residence	1100	750	4
	2	Residence	1100	750	3
	3	Residence	1100	750	3
	4	Residence	1100	750	4
23	1	Residence	1100	800	3
	2	Residence	1100	1100	3
	3	Residence	1100	1400	3
	4	Residence	1100	1000	3
	5	Residence	1100	850	3
24		Vacant Land	9100	28900	-
25	1	Residence	1100	1215	3
	2	Church Parking	6911-5	6800	-
	3	Residence	1100	1500	4
	4	Residence	1100	595	3
	5	Church	6911	6750	3
	6	Furniture - Retail	5710	3400	4
	7a	Savings & Loan	6121	1200	1

Table 43
(Continued)

Block No.	Facility No.	Land Use	Land Use Code	Floor Space	Condition
25	7b	Chiropractor	6511	800	1
	7c	Optometrist	6511	800	1
	7d	Dentist	6512	800	1
26	1	Vacant Commercial	9400	4750	3
	2	Hotel	1510	1900	4
	3	Hotel Parking	1510-5	2200	-
	4	Variety Store	5330	4250	3
	5a	Insurance Agency	6142	455	3
	5b	Insurance Agency	6142	455	3
	5c	Chamber of Commerce	6990	455	3
	6	Vacant Residence	1100	1200	6
	7	Printing Co.	2740	2550	5
	8	Paint & Hardware	5200	2380	2
27	1	Farm Bureau Services	6000	1375	4
	2	Residence	1100	1000	3
	3	Residence	1100	1000	5
	4	Residence	1100	1950	5
	5	Residence	1100	1125	4
	6	Farm Bureau Service Parking	6000-6	10450	-
28	1	Residence	1100	1400	6
	2	Residence	1100	1000	3
	3	Residence	1100	1800	4
	4	Residence	1100	1950	3
29	1	Residence	1100	1575	5
	2	City Parking	4600	46000	-
	3	Residence	1100	1000	3
30	1	Residence	1100	800	3
	2	Residence	1100	1000	3
	3	Residence	1100	1125	3
	4	Residence	1100	1125	4
	5	Residence	1100	1200	4
	6	Residence	1100	1125	4
31	1	Telephone Co.	4710	13800	1
32	1	Vacant Commercial	9400	3600	5
	2	City Parking	4600	10900	-
	3	Fire Department	6722	2550	4
	4	Telephone Co. Parking	4710-5	1600	-
	5	Residence	1100	1000	4
	6a	Physician	6511	1050	1
	6b	Dentist	6512	1050	1
	6c	Drugstore	5910	1050	1
	7a	Dentist	6512	450	1

Table 43
(Continued)

Block No.	Facility No.	Land Use	Land Use Code	Floor Space	Condition
32	7b	Credit Bureau	6320	450	1
	7c	Insurance Agency	6141	450	1
	7d	Dentist	6512	450	1
	7e	Beauty Shop	6231	450	1
	7f	Lawyer	6520	450	1
	8	Furniture Store	5711	3600	3
	9	Drug Store	5910	3600	2
33	1	Department Store and Catalog Office	5320	4000	3
	2a	Toy Shop	5999	1700	3
	2b	Womens Apparel	5620	1700	3
	3	Liquor Store	5920	1900	2
	4a	Driveway and Parking Liquor Store	5920-5	2000	-
	4b	Vacant Lot Dirt Surface	9100	4000	-
	5	City Parking	4600	14450	-
	6	Store Parking	5330-5	6800	-
	7	Vacant Commercial	9400	6400	2
34	1	Hatchery & Feed Store Parking	5969-5	5000	-
	2	Farm Supply Warehouse	6371	1200	5
	3	Newspaper Parking	2710-5	5400	-
	4	Newspaper Storage	2710-4	1200	3
	5	Insurance Agency	6142	1000	3
	6	Newspaper Office	2710	1750	3
	7a	Vacant Commercial	9400	1125	5
	7b	Hatchery & Feed Store	5969	1125	5
	7c	Grocery Store	5410	1125	5
	8	Hatchery Open Storage	5969-4	5000	-
35	1	Residence	1100	750	3
	2	Residence	1100	2000	4
	3a	Farmers Produce Parking	5250-5	2400	-
	3b	Farmers Produce Open Storage	5250-4	2400	-
	4	Supplies	5250	5400	4
36	1	Residence	1100	600	5
	2a	Residence	1100	600	2
	2b	Shoe Repair	6253	200	2
	3a	Liquor Store	5920	1800	3
	3b	Tire Sales	5520	8400	3
	4	Service Station	5530	1600	2
	5	Residence	1100	1250	3
	6	Residence	1100	1250	3

Table 43
(Continued)

Block No.	Facility No.	Land Use	Land Use Code	Floor Space	Condition
36	7	Realty & Insurance Co.	6156	1100	1
	8	Realty & Insurance Co. Parking	6156-5	1600	-
	9	Residence	1100	800	3
	10	Residence	1100	800	3
	11	Residence	1100	1000	5
	12	Residence	1100	1000	4
37	1	Auto Supply Parking	5590-5	18750	-
	2	Auto Supply Warehouse	5590-4	10500	5
	3	Lumber Co. Open Storage	5210-4	8000	-
	4	Residence	1100	800	3
	5	Residence	1100	900	4
	6	Church Parking	6911-5	6000	-
	7	Church	6911	11000	2
	8	Railroad Salvage	5390	3600	3
	9	Church Parking	6911-5	9000	-
	10	Residence	1100	1750	4
	11	Church School Bldg.	6911	900	3
	12	Used Car Sales Lot	5512-4	1800	-
	13	Lumber Co.	5210	14400	3
	14a	New Car Sales	5511	5500	3
	14b	Car Sales Repair	6411	6300	3
	15	Auto Parts Sales	5590	6000	3
	16	Auto Parts Parking	5590-5	5000	-
	17	Service Station	5530	2400	3
38	1	Vacant Residence	1100	1500	6
	2	Residence	1100	1200	5
	3	City Parking	4600	9000	-
	4	Electrical Repair	6623	1200	5
	5a	Residence	1100	400	4
	5b	Residence	1100	400	4
	6	Residence	1100	1200	4
	7	Bread Sales	6462	1500	3
	8	Linoleum Co. Storage	5712-4	1400	5
	9a	Mercantile Co.	6910	1200	3
	9b	Linoleum & Rug Sales	5712	1200	3
	10a	Vacant Commercial	9400	1600	4
	10b	Vacant Commercial	9400	1600	4
	11	Bread Store Parking	6462-5	4800	-
39	1	Residence	1100	1500	6
	2	City Parking	4600	12800	-
	3	Electrical Repair and Sales	6623	900	3

Table 43
(Continued)

Block No.	Facility No.	Land Use	Land Use Code	Floor Space	Condition
39	4	Residence	1100	1450	3
	5a	Church	6911	5850	2
	5b	Church School	6911	3400	1
	6a	Dentist Office	6512	1600	4
	6b	Doctor Office	6511	1600	4
40	1	Oil Company	5982	8125	2
	2	Oil Co. Parking	5982-5	3600	-
	3a	Doctor Office	6511	750	3
	3b	Doctor Office	6511	1145	3
	4a	Vacant Commercial	9400	1500	4
	4b	Dry Cleaners	6211	1500	4
	5	Shoe Store	5660	2700	3
	6	County Treasurer & Highway, States Atty., Supt. of Schools	6700	2200	3
	7	Restaurant Parking	5800-5	8000	-
	8	Shoe Store	5660	2500	4
	9	Doctor Office	6511	2500	4
	10a	Hotel	1510	2400	3
	10b	Restaurant & Bar	5800	1000	3
41	1	Bank Parking	6111-5	3800	-
	2	Drive-In Bank	6112	3000	1
	3	Bank	6111	4500	2
	4	Auto Supply	5520	2025	3
	5	Mens Clothes	5610	2025	4
42	1a	Barber	6232	900	5
	1b	Tavern	5820	900	5
	1c	Tavern	5820	900	5
	2	Tavern	5820	675	5
	3a	Restaurant	5810	1050	4
	3b	Tavern	5820	1050	4
	4	Department Store	5310	4500	4
	5a	Womens Clothes	5620	2500	4
	5b	Loan Co.	6122	2500	4
43	1	City Parking	4600	21400	-
	2	City Hall - Police	6710	3000	4
	3a	Jewelry Store	5970	1100	3
	3b	Department Store	5310	3300	3
	4a	Department Store	5310	1500	5
	4b	Loan Company	6122	1875	3
	5a	Womens Clothes	5620	2130	2
	5b	Mens Clothes	5610	2130	2
	5c	Catalog Store	5320	3800	2

Table 43
(Continued)

Block No.	Facility No.	Land Use	Land Use Code	Floor Space	Condition
44	1a	Pool Hall	7419	2375	5
	1b	Vacant Commercial	9400	900	5
	2	Restaurant	5810	525	6
	3	Empty Lot Parking	4600	2800	-
	4	CIPS Garage	4810-6	2800	3
	5	CIPS Garage	4810-6	14400	3
	6	Commercial Vacant	9400	3800	5
	7	CIPS Offices	4810	7600	3
	8	Auto Supply	5520	7000	3
45	1a	Farm Machinery	5252	6200	3
	1b	Farm Machinery Garage	5252-6	800	4
	2	Farm Machinery Open Storage	5252-4	9500	-
	3	Farm Machinery Parking	5252-5	2000	-
	4	Residence	1100	1500	3
	5	Residence	1100	1200	5
	6	Residence	1100	1100	3
	7	Residence	1100	1300	2
46	1	Grocery Store Parking	5410	58800	-
	2a	Beauty College	6833	1400	3
	2b	Residence	1100	1000	3
	3	Beauty College Parking	6833-5	1500	-
	4	Residence	1100	1500	3
	5	Residence	1100	1500	4
	6	Residence	1100	1250	5
	7	Service Station	5530	1500	3
	8	Vacant Commercial	9400	600	4
	9	Motel	1510	72000	2
	10	Residence	1100	750	4
	11	Residence	1100	1200	5
	12	Residence	1100	400	4
	13	Auto Parts	5590	2500	3
	14	Bait Shop	5999	1500	3
	15	Residence	1100	1250	3
	16	Residence	1100	2100	5
	17	Residence	1100	1800	5
	18	Residence	1100	1225	3
	19	Residence	1100	1400	4
	20	Residence	1100	1000	3
	21	Day Nursery	6811	1000	3
	22	Grocery Store	5410	10000	1
47	1	Service Station	5530	1125	2
	2	Restaurant	5810	1400	4

Table 43
(Continued)

Block No.	Facility No.	Land Use	Land Use Code	Floor Space	Condition
47	3	Tavern	5820	1750	4
	4	Vacant Commercial	9400	1400	4
	5a	Sundries	5330	1000	4
	5b	Tavern	5820	1000	4
	5c	Barber	6232	800	4
	5d	Vacant Hotel	1510	2000	4
	6	Railroad Station	4115	3500	5
	7	Railroad Station Parking	4115-5	1200	-
	8a	Drug Store	5910	1400	3
	8b	Drug Store Storage	5910-4	2450	3
	8c	Hardware Store	5251	3800	3
	9	Grocery Store	5410	8400	2
	10	Grocery Store Parking	5410-5	15000	-
	11	Residence	1100	1500	4
	12	Residence	1100	1250	3
	13	Hardware Store Parking	5251-5	19600	-
	14	Car Service & Repair	6411	1925	4
	15	Residence	1100	900	5
	16	Dairy Store Parking	5450-5	9400	-
	17	Dairy Store	5450	600	2
	18	Auto Repair	6411	2800	5
48	1	Dry Cleaners Parking	6210-5	3000	-
	2	Dry Cleaners	6210	5000	3
	3	Drug Store	5910	4000	3
	4	Drug Store Parking	5910-5	4000	-
	5	Furniture Store Whse.	5711-4	4000	3
	6	Residence	1100	1000	4
	7	Residence	1100	1150	3
	8	Furniture Store Pking.	5711-5	13600	-
49	1	Furniture Store	5711	3600	3
	2	Furniture Store	5711	3600	3
	3	V.F.W.	6994	3600	3
	4a	Barber	6232	900	3
	4b	Cleaners & Storage	6210	2700	3
	5	Apartment Parking	1100-5	2000	-
	6	Apartment	1100	1600	4
	7	Residence	1100	900	4
	8	Residence	1100	800	3
	9	Furniture Store Storage	5711-4	1800	6
50	1	Lawyer Parking	6520-5	3500	-
	2a	Lawyer	6520	1875	3
	2b	Insurance Agency	6142	1875	3
	3	Bank	6111	3750	1
	4	Bank Parking	6111-5	4000	-

Table 43
(Continued)

Block No.	Facility No.	Land Use	Land Use Code	Floor Space	Condition
50	5	Funeral Home	6241	2450	1
	6	Funeral Home Parking	6241-5	6000	-
	7	Residence	1100	1125	3
	8	Illinois Public Aid Commission	6920	2250	3
	9a	Jaycees	6994	500	3
	9b	Funeral Home Garage	6241-6	2000	4
51	1a	Lawyer Office	6520	1000	1
	1b	Optometrist Office	6511	1000	1
	2	Youth Clothes Store	5640	1000	3
	3	Loan Company	6122	750	3
	4	Abstracts Office	6153	200	4
	5	Mens Clothes	5610	2125	5
	6	Variety Store	5330	6550	3
	7	Drug Store	5910	2125	5
	8	Theatre	7212	8400	3
	9	Motel Parking	1510-5	6300	-
	10	Motel	1510	7100	2
	11	County Jail Sheriff Office	6721	2500	5
	12	County Jail Parking	6721-5	700	-
	13a	Shoe Repair	6253	262	2
	13b	Gun Sales	5999	262	2
52	1a	Jewelry Store	5970	2000	3
	1b	Television Sales	5731	2000	3
	2a	Womens Apparel	5620	2000	3
	2b	Camera Shop	5994	2000	3
	3	Taxi Company	4291	400	5
	4a	Land Appraisal Co.	6159	975	3
	4b	Sewing Machine Sales	5720	750	3
	4c	Womens Clothes	5620	750	3
	4d	Chiropractor	6511	750	3
	5a	Furrier	5680	750	3
	5b	Insurance Agency	6142	750	3
	5c	Lawyer Office	6520	1500	3
	6	Vacant Commercial	9400	900	6
53	1	Furniture Store	5710	11750	1
	2	Restaurant & Bar Parking	5800-5	1500	-
	3	Restaurant & Bar	5800	3750	1
54	1	Department Store	5310	8775	2
	2	Pastry Shop	5460	5000	5
	3	Restaurant Parking	5810-5	7225	-
	4	Restaurant	5810	1600	3

Table 43
(Continued)

Block No.	Facility No.	Land Use	Land Use Code	Floor Space	Condition
54	5	Residence	1100	1950	4
	6a	Book Store	5941	1875	5
	6b	Newspaper Office	2710	1875	5
	7	Newspaper Parking	2710-5	4800	-
	8	American Legion	6994	2100	4
	9	Tavern	5820	1400	4
	10a	Womens Apparel	5620	1875	4
	10b	Sewing Shop	6250	750	4
55	1	Post Office	6730	4400	3
	2	Post Office Parking	6730-5	9600	-
	3	Residence	1100	1375	5
	4	Residence	1100	2100	3
56	1	Residence	1100	2400	3
	2	Rooming House	1210	2450	4
	3	Residence	1100	1050	3
	4	Residence	1100	1750	3
	5	Residence	1100	1375	2
	6a	Residence	1100	750	4
	6b	Beauty Shop	6231	750	4
57	1	Residence	1100	1500	3
	2	Residence	1100	1500	3
	3	Residence	1100	1500	1
	4	Residence	1100	1350	3
	5	Residence	1100	600	3
	6a	Tailor	6250	750	3
	6b	Residence	1100	750	3
	7	Residence	1100	1100	4
58	1	Residence	1100	1200	3
	2	Residence	1100	1000	3
	3	Residence	1100	650	5
	4	Residence	1100	700	5
	5	Residence	1100	500	5
	6a	Grocery Store	5410	900	3
	6b	Residence	1100	900	3
	7	Service Station	5530	750	1
	8	Service Station	5530	750	1
	9	Laundromat	6214	2400	3
	10a	Floor Machine Sales	5720	800	3
	10b	Marine Sales & Service	5591	1800	3
	11	Residence	1100	1250	3
59	1	Residence	1100	750	3
	2	Ice & Coal Service	5981	400	3
	3	Residence	1100	1200	3

Table 43
(Continued)

Block No.	Facility No.	Land Use	Land Use Code	Floor Space	Condition
59	4	Residence	1100	750	4
	5	Residence	1100	450	4
	6	Residence	1100	800	3
	7	Residence	1100	1000	5
	8	Bottling Company	2185	3000	4
	9	Bottline Co. Storage	2185-4	1000	3
	10	Vacant Commercial	9400	2450	3
	11	Vacant Commercial	9400	600	6
60	1	Residence	1100	1400	3
	2	Residence	1100	850	5
	3	Residence	1100	1500	4
	4	Residence	1100	900	4
	5	Residence	1100	1500	5
	6	Residence	1100	1500	5
	7	Residence	1100	600	3
61	1a	Beauty Shop	6231	700	4
	1b	Residence	1100	1400	4
	2	Residence	1100	1125	2
	3	Residence	1100	900	3
	4	Residence	1100	1000	5
	5	Residence	1100	1125	6
	6	Residence	1100	750	6
	7	Residence	1100	1000	3
62	1	Residence	1100	900	3
	2	Residence	1100	800	4
	3	Apartment	1100	1600	3
	4	Apartment Garage	1100-6	500	4
	5	Residence	1100	1350	3
	6	Residence	1100	1350	3
	7	Residence	1100	875	3
	8	Residence	1100	875	4
62	1	Elks Club Parking	6994-5	14400	-
	2	Elks Club	6994	4900	4
	3	Public Library	7111	3500	2
	4	City Parking	4600	14400	-
	5a	Antique & Gift Shop	5931	525	3
	5b	Dentist	6512	775	3
	6a	Duplex Residence	1100	600	1
	6b	Duplex Residence	1100	600	1
	7	Residence	1100	1600	3
	8	Residence	1100	1250	3
	9	Residence	1100	1500	4
	10a	Residence	1100	750	4

Table 43
(Continued)

Block No.	Facility No.	Land Use	Land Use Code	Floor Space	Condition
63	10b	Beauty Shop	6231	750	4
	11	Residence	1100	900	4
	12	Residence	1100	1250	3
64	1a	Lawyer Office	6520	687	2
	1b	Vacant Commercial	9400	687	2
	2a	Newspaper Office	2710	150	2
	2b	Teen Clothes	5640	500	2
	3	City Parking	4600	11050	-
	4	Vacant Residence	1100	1000	6
	5	Residence	1100	1250	3
	6	Residence	1100	1000	4
	7	Doctor Office	6511	875	4
	8	Doctor Office Parking	6511-5	3825	-
	9	Residence	1100	1400	4
	10	Insurance Agency	6142	400	2
65	1	Residence	1100	1200	3
	2	Residence	1100	1300	5
	3	Church	6911	1500	3
	4	Residence	1100	2000	3
	5	Vacant Residence	1100	1200	6
66	1	Residence	1100	1125	4
	2	Residence	1100	1125	4
	3	Residence	1100	1050	4
	4	Residence	1100	1400	2
	5	Residence	1100	2100	4
67	1	Vacant Residence	1100	1125	6
	2	Restaurant	5810	450	6
	3	Residence	1100	1400	5
	4	Residence	1100	1350	6
	5	Residence	1100	1250	6
68	1	Residence	1100	2000	2
	2	Residence	1100	1625	3
	3	Residence	1100	875	3
69	1	Residence	1100	1575	4
	2	Residence	1100	1800	3
	3	Residence	1100	1225	3
	4	Residence	1100	1375	4
	5	Residence	1100	2100	4
	6	Church	6911	2200	4
70	1	Residence	1100	2100	5
	2	Miners Home Residence	1241	2100	5
	3	Residence	1100	1650	4
	4	Residence	1100	1500	3

Table 43
(Continued)

Block No.	Facility No.	Land Use	Land Use Code	Floor Space	Condition
70	5	Residence	1100	1125	4
	6	Residence	1100	1000	2
71	1	Vacant Residence	1100	1200	6
	2	Residence	1100	1800	4
	3	Residence	1100	1350	3
	4	Residence	1100	2050	3
	5	Residence	1100	2100	1
	6	Residence	1100	1050	3

Table 44
CBD STUDY AREA - SECOND FLOOR AND ABOVE
Marion CBD - 1967

Block No.	Facility No.	Land Use	Land Use Code	Floor Space	Condition
8	10	Vacant Commercial	9400	3000	4
21	2	Bottling Co. Whse.	2185-4	12000	5
37	8	Railroad Salvage Strge.	5390-4	3600	3
38	9	Linoleum Storage	5712-4	2400	3
	10	Apartments	1100	3200	4
39	6	Coal Co. Office	8520-1	3200	4
	5	Church School	6911	6800	1
40	3	Drug Store Storage	5910-4	1895	3
	5	I.O.O.F. Lodge	6994	2700	3
	8a	Residence	1100	2500	4
	8b	Shoe Store Storage	5660-4	2500	4
	9	G.O.P. Office	6999	2500	4
	10a	Hotel	1510	10200	3
	10b	Mixed Service	6100	3400	3
41	4	Apartment	1100	2025	3
	5	Vacant Commercial	9400	2025	4
42	1	Apartment	1100	2700	5
	3	Apartments	1100	2100	4
	4	Department Store Strge.	5310-4	4500	4
	5a	Insurance & Abstract Co.	6150	1250	4
	5b	Vacant Commercial	9400	3750	4
43	2	Municipal Offices	6710	3000	4
	3	Vacant Commercial	9400	4400	3
	4	Vacant Commercial	9400	3375	3
44	1	Vacant Commercial	9400	3275	5
	6	Vacant Commercial	9400	3800	5
	7	CIPS Offices	4810	7600	3
49	1	Furniture Storage	5711-4	7200	3
	2	Furniture Storage	5711-4	3600	3
	3	Apartments	1100	3600	3
	6	Apartments	1100	1600	4
50	5	Apartments	1100	1500	2
	8	Public and Comm.	6920	2250	3
51	1	Vacant Commercial	9400	2000	1
	4	Vacant Commercial	9400	200	4
	5	Illinois Veterans Comm.	6710	2125	5
	6	Variety Store Storage	5330-4	6550	3
	7	Vacant Commercial	9400	2125	5
	8	Theatre Offices	7212	1000	3
	10	Motel	1510	7100	2
	11	Residential	1100	2500	5
52	1a	Apartment	1100	2000	3

Table 44
(Continued)

Block No.	Facility No.	Land Use	Land Use Code	Floor Space	Condition
52	1a	Apartment	1100	2000	3
	1b	T.V. Sales Storage	5731-4	1000	3
	1c	Dentist Office	6512	1000	3
	2a	Lawyer Office	6520	2000	3
	2b	Vacant Commercial	9400	750	3
	2c	Apartments	1100	2750	3
	5	Credit Bureau	6320	3000	3
54	6	Newspaper	2710	3750	5
	9	Apartment	1100	1400	5
	10	Insurance Agency	6142	2625	4
56	2	Rooming House	1210	2450	4
62	3	Apartments	1100	1600	3
	4	Apartments	1100	500	4
63	2	Elks Club	6994	4900	4

Table 45
CBD STUDY AREA - BELOW GROUND
Marion CBD - 1967

Block No.	Facility No.	Land Use	Land Use Code	Floor Space	Condition
42	5a	Eating and Drinking	5800	3000	4
	5b	Barber	6232	500	4
	5c	Knitting Shop	5690	1500	4
53	1	Furniture	5710	10000	1

Table 46

STRUCTURAL DATA BY LAND USE CATEGORY - GROUND FLOOR

Marion CBD Study Area - 1967

Category	Land Use Code	No. of Estabs.	Structural Condition by Grade in Sq. Ft.						Total
			1	2	3	4	5	6	
Household Units	11	209	4,800	12,425	100,610	70,200	34,775	21,695	244,505
Rooming and Boarding	12	2	-----	-----	-----	2,450	2,150	-----	4,600
Transient Lodgings	15	5	-----	79,100	2,400	3,900	-----	-----	85,400
Food & Kindred Products Mfg.	21	4	-----	4,800	1,000	3,000	6,000	-----	14,800
Printing, Publishing and Allied Industries	27	5	-----	150	2,950	-----	4,425	-----	7,525
Railroad, Rapid Transient, and Railway Transportation	41	7	-----	-----	-----	-----	9,300	-----	9,300
Motor Vehicle Transp.	42	1	-----	-----	-----	400	-----	-----	400
Communication	47	2	13,800	-----	1,900	-----	-----	-----	15,700
Utilities	48	3	-----	-----	24,800	-----	-----	-----	24,800
Wholesale Trade	51	8	-----	-----	38,800	6,720	4,275	770	50,565
Retail Trade - Bldg. Mat., Hardware, Farm Equipment	52	12	----	2,380	28,940	25,610	-----	-----	56,930
Retail Trade - General Merchandise	53	10	-----	12,575	21,700	5,500	1,500	-----	41,275
Retail Trade - Food	54	11	12,800	9,000	6,675	4,775	6,925	-----	40,175
Retail Trade - Auto, Marine, Air and Accessories	55	21	2,125	2,725	63,275	-----	13,700	1,375	83,200
Retail Trade - Apparel and Accessories	56	15	-----	6,760	6,900	9,387	2,125	-----	25,172
Retail Trade - Furniture, Home Furnishings and Equipment	57	14	11,750	-----	25,150	3,400	3,300	1,800	45,400
Retail Trade - Eating and Drinking	58	18	3,750	-----	3,400	11,675	2,475	975	22,275
Retail Trade - Not Elsewhere Coded	59	21	1,050	13,887	19,325	3,200	5,125	-----	42,587
Finance, Insurance and Real Estate Service	61	20	9,500	4,900	9,735	4,075	-----	-----	28,210

Table 46
(Continued)

Category	Land Use Code	No. of Estabs.	Structural Condition by Grade in Sq. Ft.						Total
			1	2	3	4	5	6	
Personal Services	62	23	2,900	862	11,750	7,937	2,850	1,400	27,699
Business Services	63	4	450	4,260	-----	7,500	1,200	-----	13,410
Repair Services	64	11	-----	-----	17,130	1,925	6,800	1,600	27,455
Professional Services	65	22	7,850	687	7,595	6,575	-----	-----	22,707
Contract Construction Services	66	8	-----	-----	6,900	5,200	8,000	3,400	23,500
Governmental Services	67	5	-----	-----	6,600	5,550	2,500	-----	14,650
Educational Services	68	2	-----	-----	5,400	-----	-----	-----	5,400
Miscellaneous Services	69	14	3,400	16,850	17,155	9,200	-----	-----	46,605
Cultural Activities and Nature Exhibitions	71	1	-----	3,500	-----	-----	-----	-----	3,500
Public Assembly	72	1	-----	-----	8,400	-----	-----	-----	8,400
Recreational Activities	74	1	-----	-----	-----	-----	2,375	-----	2,375
Vacant Floor Area	94	20	-----	7,087	5,750	6,700	10,625	20,400	50,562
Totals		500	74,175	181,948	444,240	204,879	130,425	53,415	1,089,082

Table 47
STRUCTURAL DATA BY LAND USE CATEGORY - SECOND FLOOR AND ABOVE
Marion CBD Study Area - 1967

Category	Land Use Code	No. of Estabs.	Structural Condition in Sq. Ft.						
			1	2	3	4	5	6	Total
Household Units	11	14	-----	1,500	11,975	9,900	6,600	-----	29,975
Rooming and Boarding	12	1	-----	-----	-----	2,450	-----	-----	2,450
Transient Lodgings	15	2	-----	7,100	10,200	-----	-----	-----	17,300
Food & Kindred Products Mfg.	21	1	-----	-----	-----	-----	12,000	-----	12,000
Printing, Publishing and Allied Industries	27	1	-----	-----	-----	-----	3,750	-----	3,750
Utilities	48	1	-----	-----	7,600	-----	-----	-----	7,600
Retail Trade - General Merchandise	53	3	-----	-----	10,150	4,500	-----	-----	14,650
Retail Trade - Apparel and Accessories	56	1	-----	-----	-----	2,500	-----	-----	2,500
Retail Trade - Furniture, Home Furnishings and Equipment	57	4	-----	-----	14,200	-----	-----	-----	14,200
Retail Trade - Not Elsewhere Coded	59	1	-----	-----	1,895	-----	-----	-----	1,895
Finances, Insurance and Real Estate Services	61	3	-----	-----	3,400	3,875	-----	-----	7,275
Business Services	63	1	-----	-----	3,000	-----	-----	-----	3,000
Professional Services	65	2	-----	-----	4,000	-----	-----	-----	4,000
Governmental Services	67	2	-----	-----	-----	3,000	2,125	-----	5,125
Miscellaneous Services	69	5	6,800	-----	4,950	7,400	-----	-----	19,150
Public Assembly	72	1	-----	-----	1,000	-----	-----	-----	1,000
Mining Activities and Related Services	85	1	-----	-----	-----	3,200	-----	-----	3,200
Vacant Floor Area	94	11	2,000	-----	8,525	8,975	9,200	-----	28,700
Totals		55	8,800	8,600	80,895	45,800	33,675	-----	177,770

Table 48
STRUCTURAL DATA BY LAND USE CATEGORY - BELOW GROUND
Marion CBD Study Area - 1967

Category	Land Use Code	No. of Estabs.	Structural Condtion by Grade in Sq. Ft. 1	2	3	4	5	6	Total
Retail Trade - Apparel and Accessories	56	1	-----	-----	-----	1,500	-----	-----	1,500
Retail Trade - Furniture, Household Furnishing and Equipment	57	1	10,000	-----	-----	-----	-----	-----	10,000
Retail Trade - Eating and Drinking	58	1	-----	-----	-----	3,000	-----	-----	3,000
Personal Services	62	1	-----	-----	-----	500	-----	-----	500
Totals		4	10,000	-----	-----	5,000	-----	------	15,000

Five hundred activities are at the ground floor level in buildings within the Marion CBD Study Area. These establishments cover 31 categories of use, ranging from household units through all basic trade and service sub-categories to vacant floor areas. The ten largest uses of structurally improved land on first floor locations are listed below:

Household Units	244,505 sq. ft.
Transient Lodgings	85,400 sq. ft.
Retail Trade--Auto, Marine, Air and Accessories	83,200 sq. ft.
Retail Trade--Building Material, Hardware and Farm Equipment	56,930 sq. ft.
Vacant Floor Area	50,562 sq. ft.
Wholesale Trade	50,565 sq. ft.
Miscellaneous Services	46,605 sq. ft.
Retail Trade--Furniture, Home Furnishings and Equipment	45,400 sq. ft.
Retail Trade--Not Elsewhere Coded	42,587 sq. ft.
Retail Trade--General Merchandise	41,275 sq. ft.

The CBD is the location of the most valuable real estate in the community when calculated on a square foot basis of land. Some of the above categories cover large amounts of land. But those failing to generate heavy pedestrian traffic are not entirely appropriate to the CBD.

Economic pressures have in the past changed land uses from uneconomical to more advantageous uses. A hypothetical example might be as follows: In early city history, because of scant development, a stable and blacksmith shop probably existed close to the courthouse. In time, with the development of the community it became much more advantageous to use this land for more profitable purposes, and an automobile sales and service agency was established. Subsequent decades of development passed, and the land became more valuable. The automobile dealer perceived that land was less expensive further out, which would make it easier for his customers; therefore he moved his operation. This action relieved the congestion near the courthouse by making the auto agency site available for more suitable CBD uses such as certain types of retailing or service establishments.

Structural Conditions by Use

At ground level and all upper levels the condition of the overwhelming majority of structural uses fall into categories 3 and 4 (Fair and Poor).

However, an equal amount of structural uses are also in Excellent and Sound Condition as are those in Marginal and Unsalvageable Condition. Table 49 summarizes these structural uses by condition categories.

Table 49
SUMMARY OF STRUCTURAL CONDITIONS
Marion - 1967

Condition	Number of Square Feet		Percent
Excellent	92,975	283,523	22.1
Sound	190,548		
Fair	525,225	780,904	61.0
Poor	255,679		
Marginal	164,100	217,515	16.9
Unsalvageable	53,415		
Total	1,281,942		100.0%

Shoppers are much more inclined to frequent a shopping area within a pleasant environment; therefore Table 49 is food for thought to owners of downtown property. However, before any extensive remodeling takes place in this area, it would best be done in accordance with some type of coordinated plan. Helter-skelter improvements would probably result in a more desirable environment than presently exists, but a coordinated planning effort by merchants, property owners, and the city government could result in a much more attractive and profitable venture for all parties concerned, including the shoppers.

Vacancies

On the main floor, 20 of 500 units were vacant in 1967. Eleven vacancies were found in 55 second floor units. These 31 units represent almost 5.5 percent of the total 555 units, a relatively low percentage. But this is actually wasted space which tends to be neglected, as implied by the generally poorer condition of these units shown on Tables 50 and 51.

It should also be noted that a number of surveyed units were used solely for storage and were categorized by basic uses--such as appliance or furniture retailer. Some unidentified storage was classified as storage space and is not reflected in vacancies.

Parking

Parking in the Central area is located on on- and off-street metered parking as well as on several privately owned lots. The privately owned lots are divided into two categories: (1) larger lots adjacent to or near particular retail or service establishments for the use of customers and employees of such establishments; (2) smaller open areas adjacent to commercial type buildings solely for the use of proprietors and employees of commercial establishments--these parking areas generally bring being very limited in size.

As in most all communities, parking in Marion becomes most critical in the heart of the CBD and becomes more easily obtainable as the distance from the primary commercial area increases.

Study Plan Area

While the entire study area of the Central Business District of Marion has a mixture of land uses normally found in the CBD, the study plan area bounded by Jefferson on the north, College on the south, Buchanan on the east and Holland on the west is the area of intense CBD related land use developments. Therefore, this area has been separated for further intensive study and forms the basis for the Central Business District Plan outlined later in this report.

There are 26 principle types of activities operating in 161 buildings on the ground floor level. Thirty-five of the building activities operating in the study plan area are household units--definitely not a CBD-related use. Of the total number of activities, eight categories or 47 buildings are being utilized for non-CBD related activities. This is 34.25% of the total CBD buildings that can be generated into more intense retail and office space use.

Table 50

STRUCTURAL DATA BY LAND USE CATEGORY - GROUND FLOOR

Marion CBD Study Plan - 1967

Land Use Category	Land Use Code	No. of Bldg. By Activity	Structural Condition by Grade in Sq. Ft. 1	2	3	4	5	6	Total
Household Units	11	35	-----	2,675	19,100	14,650	3,775	3,000	43,200
Rooming and Boarding	12	1	-----	-----	-----	2,450	-----	-----	2,450
Transient Lodgings	15	2	-----	7,100	2,400	-----	-----	-----	9,500
Printing, Publishing and Allied Industries	27	3	-----	-----	2,950	-----	1,875	-----	4,825
Motor Vehicle Transp.	42	1	-----	-----	-----	-----	400	-----	400
Communication	47	1	13,800	-----	-----	-----	-----	-----	13,800
Utilities	48	3	-----	-----	24,800	-----	-----	-----	24,800
Retail Trade--Bldg. Mat., Hardware, Farm Equipment	52	3	-----	-----	6,200	6,200	-----	-----	12,400
Retail Trade--Gen. Mdse.	53	8	-----	12,575	17,450	4,500	1,500	-----	36,025
Retail Trade--Food	54	2	-----	-----	-----	-----	6,125	-----	6,125
Retail Trade--Auto, Marine, Air and Access.	55	2	-----	-----	9,025	-----	-----	-----	9,025
Retail Trade--Apparel & Acces.	56	13	-----	4,260	8,900	8,900	2,125	-----	24,185
Retail Trade--Furniture, Home Furnishings and Equipment	57	10	11,750	-----	18,750	-----	1,400	1,800	33,700
Retail Trade--Eat. & Drink.	58	10	3,750	-----	2,600	3,500	2,475	525	12,850
Retail Trade--Not Elsewhere Coded	59	13	1,050	13,887	10,800	-----	5,125	-----	30,862
Finance, Ins. & Real Est. Serv.	61	12	7,200	4,500	7,225	2,770	-----	-----	21,695
Personal Services	62	12	3,162	-----	9,350	5,000	900	-----	18,412
Business Services	63	2	450	-----	-----	-----	1,200	-----	1,650
Repair Services	64	1	-----	-----	1,500	-----	-----	-----	1,500
Professional Services	65	13	5,450	-----	5,270	3,200	-----	-----	13,920
Contract Const. Services	66	2	-----	-----	900	-----	1,200	-----	2,100
Governmental Services	67	5	-----	-----	6,600	5,550	2,500	-----	14,650
Miscellaneous Services	69	8	3,400	16,850	7,550	2,100	-----	-----	29,900
Public Assembly	72	1	-----	-----	8,400	-----	-----	-----	8,400
Recreational Activities	74	1	-----	-----	-----	-----	2,375	-----	2,375
Vacant Floor Area	94	9	-----	6,400	-----	4,700	11,400	900	23,400
Total		161	50,012	68,247	169,770	63,520	44,375	6,225	402,149

Table 51
STRUCTURAL DATA BY LAND USE CATEGORY - SECOND FLOOR AND ABOVE
Marion CBD Study Plan - 1967

Land Use Category	Land Use Code	No. of Bldgs. By Activity	Structural Condition by Grade in Sq. Ft. 1	2	3	4	5	6	Total
Household Units	11	12	-----	1,500	10,375	9,400	8,950	-----	30,225
Rooming and Boarding	12	1	-----	-----	-----	2,450	-----	-----	2,450
Transient Lodgings	15	2	-----	7,100	10,200	-----	-----	-----	17,300
Printing, Publishing and Allied Industries	27	1	-----	-----	-----	-----	3,750	-----	3,750
Utilities	48	1	-----	-----	7,600	-----	-----	-----	7,600
Retail Trade--Gen. Mdse.	53	3	-----	-----	10,150	4,500	-----	-----	14,650
Retail Trade--Apparel and Access.	56	2	-----	-----	-----	4,000	-----	-----	4,000
Retail Trade--Furniture, Home Furnishings and Equipment	57	4	-----	-----	14,200	-----	-----	-----	14,200
Retail Trade--Not Elsewhere Coded	59	1	-----	-----	1,895	-----	-----	-----	1,895
Finance, Insurance and Real Estate Services	61	3	-----	-----	3,400	3,875	-----	-----	7,275
Business Services	63	1	-----	-----	3,000	-----	-----	-----	3,000
Professional Services	65	2	-----	-----	3,000	-----	-----	-----	3,000
Government Services	67	2	-----	-----	-----	3,000	2,125	-----	5,125
Miscellaneous Services	69	4	6,800	-----	4,950	2,500	-----	-----	14,250
Public Assembly	72	1	-----	-----	1,000	-----	-----	-----	1,000
Vacant Floor Area	94	10	2,000	-----	8,525	5,950	9,200	-----	25,675
Total		50	8,800	8,600	78,295	35,675	24,025	-----	155,395

Table 52

STRUCTURAL DATA BY LAND USE CATEGORY - BELOW GROUND

Marion CBD Study Plan - 1967

Land Use Category	Land Use Code	No. of Bldgs. By Activity	Structural Conditions by Grade in Sq. Ft. 1	2	3	4	5	6	Total
Retail Trade--Apparel and Accessories	56	1	-----	-----	-----	1,500	-----	-----	1,500
Retail Trade--Furniture, Home Furnishings and Equipment	57	1	10,000	-----	-----	-----	-----	-----	10,000
Retail Trade--Eating and Drinking	58	1	-----	-----	-----	3,000	-----	-----	3,000
Personal Services	62	1	-----	-----	-----	500	-----	-----	500
Total		4	10,000	-----	-----	5,000	-----	-----	15,000

Tables 50, 51, and 52 relate land use categories by structural conditions for all levels within the CBD Study plan area. The majority of activities take place on the ground floor level, with a substantial number of activities on the second floor and above levels. This is in keeping for communities of Marion's size, but in terms of the future, greater consideration should be made for more multi-story activities in elevator-serviced buildings. This would have the tendency to regenerate the small office and personal service activities in the Marion CBD.

MARION CBD STUDY PLAN

		Acres	Percent
Right of Way - Streets	13.53		
Alleys	1.05		
Total		14.58	43.4
Residential (buildings, lots)		4.39	13.1
Commercial (building area only, open storage and used car lots)		6.53	19.4
Public/Semi-Public (government, churches, fraternal, etc. building area only)		2.30	6.9
Parking lots (designated)		5.15	15.4
Vacant (all remaining structurally unimproved land)		.60	1.8
Totals		33.55	100.00%

Chapter 7

GOAL FORMULATION

"...Would you tell me, please, which way I ought to go from here?"

"That depends a good deal on where you want to get to," said the cat.

"I don't much care where..." said Alice.

"Then it doesn't matter which way you go," said the cat."

From: Alice in Wonderland by
Lewis Carroll

For Marion to know where it shall go, it should first know where it is. Previous chapters in this document have attempted to illustrate present conditions resulting from the past, in order that Marion may determine what road to take into the future. But first Marion must determine what its future should be. This is the purpose of this Chapter.

The Comprehensive Plan elements following these Basic Studies will serve as the guidelines within which the community feels it should develop.

On the basis of these Basic Studies performed as part of this planning program, the members of the Marion Planning Commission should establish the following goals in order to promote the efficient economical and desirable development of the City:

1. Encourage retail business growth and expansion within the Central Business area to develop in a compact pattern that will create a convenient, functional shopping district;
2. Provide for the development of a governmental center within the Central Business area to create a major central core development for the city, county and state functions;

3. Encourage apartment development to fringe the central business and governmental center;

4. Provide areas for adequate off-street parking to serve the business district and governmental core - utilizing private capital wherever feasible through zoning requirements;

5. Designate a system of major thoroughfares sufficient to carry all future major traffic within, through, and around the City;

6. Coordinate the thoroughfare pattern with the plan for land use so that homogeneous land use areas are not bisected by heavy traffic movements;

7. Organize the location of the various land use districts so that their functioning will not adversely affect each other;

8. Direct future residential growth into areas that will form stable homogeneous neighborhoods - areas that can be efficiently and economically serviced with all municipal facilities;

9. Provide constant updating of zoning regulations and density standards which will have a stabilizing effect upon existing neighborhoods, and which will reduce blighting effects;

10. Provide adequate areas to serve the governmental, educational, and recreational needs of the City through coordination with School and Park Boards;

11. Provide for the constant updating of standards and controls which will promote the proper and efficient subdivision of land within the City and its extraterritorial area of jurisdiction;

12. Encourage urban growth and development in the City limits and the immediately adjacent suburban development, and encourage agriculture and low-density residential use of land outside of this area;

13. Recommend the preservation of lowlands and areas unsuitable for development in permanent open space.

THE
COMPREHENSIVE
PLAN

THE COMPREHENSIVE PLAN

The development of a Comprehensive Plan for any community is contingent on many factors. Many individuals, groups and agencies are involved in the development of a community; some agencies seem to stand out more than others. When considering the comprehensive plan for a particular community, one immediately thinks of the City Government. But, there are many other governmental agencies as well as private development groups that play major roles in the eventual development of the community. A partial listing of these groups is within the community facilities chapter of the basic studies element of this report.

The school district is one local government agency whose decisions regarding school location, school expansion and playground development, play a big role in not only the surrounding neighborhood development but also in the shape and growth for the entire community. In the case of Marion, the park district is also in the community development process, in that the Park Board's decisions regarding the location of specific park sites also effect the shape and growth of the community. The decisions of other units of local government, such as the County, also have a molding and shaping effect on the total development of the community. In addition to the local units of government, a multitude of State and Federal agencies also have an effect on how the local development scheme will progress.

Finally, there are the individual decisions made by the private citizens of the community both in and outside of the corporate city limits. These decisions are made by individual groups acting in terms of residential, business, service and industrial interests. All of these private and public decisions effect in one way or another the present layout of the City of Marion and will continue to effect its future.

What then is a comprehensive plan? The plan as outlined in the following chapters of this report is an attempt to generate thinking toward major development potentials within and adjacent to the City limits of Marion. Basic areas have been outlined for major community related land uses. A thoroughfare system has been proposed which can operate to provide the interplay necessary between the land use elements of the community, between adjacent communities, and between the state and nation as a whole. In addition, outlines have been made for the types of community facilities necessary to give full support to the people living within the various land use areas within the community and to provide those specialized services used by people from outside the community limits. Therefore, the plan should be viewed as a guide, not as a final statement on development.

At all times, inputs will be made over which the community will have little control, and the community must view each of these inputs for its total effect to the community. The Planning Commission over the past several years has looked at the community in the public interest: How do developments fit the interest of the whole community? Therefore, in reading and reviewing the material in the following chapters, it should be kept in mind that planning is proposed as a guide by the Planning Commission and the City Council to foster some orderliness in the expanding development of the City of Marion. In order of sequence, the following chapters proceed through development of the Central Business District to the Thoroughfare Plan to the Community Facilities Plan and finally to the Land Use Plan for the community. All these elements form a framework for the public and private decisions that will be made which will effect future growth of the City of Marion.

Chapter 8

CENTRAL BUSINESS DISTRICT PLAN

The Central Business District is basically the heart of any community. In Marion, the Central Business District developed around the Courthouse and the original courthouse square. Over the past years of advances in our living environment, transportation systems and methods of business development, substantial changes have occurred in the Marion Central Business District. Community growth has spread along the major inter-community links: the state highways. Commercial development has occurred along East and West Main Street, along new Route 13 and along Court Street. Most of the development has been generated by the desire, sometimes not totally necessary, to be located adjacent to automobile traffic. This new traffic related development, primarily along Route 13 and Interstate 57, can be expected to continue. Meanwhile, community related development within the CBD is in a current process of decay and redevelopment.

The desire and need to maintain a CBD as a compact efficient area can provide the necessary governmental, business and office services for the people of the community. Essentially, this chapter relates the CBD study plan to the basic hard core heart of a new, revitalized CBD for the City. In addition, that area delineated in the study covering the immediate CBD periphery is regarded as the overflow area for business, residential and commercial operations. An element of this plan is consideration of the CBD as a functional shopping center. Over the past several years the United Stated has seen a marked growth and increase in shopping centers of many types, sizes and relationships. But essentially, basic elementa are evident in all shopping centers: (1) a diversity of commercial and office facilities in one package location; (2) immediate access to mass forms of transportation, in most cases automobile oriented traffic; (3) sufficient parking and readily accessible parking for customers to get in to make purchases, then get out, without being tied up in a hodge-podge of local street traffic. Therefore, the proposed plan is an attempt to create an in-town shopping center from the existing private and public land ownership.

A scheme is needed to convert the many short narrow streets in the original town plan of Marion. This must include access ways for pedestrians, the movement of vehicular traffic outside of the hard core CBD area, and parking on the periphery of the center. The six basic elements making up the CBD plan relate to: commercial and office facilities; farmers market area; governmental facilities; church facilities; and the support items of parking and public use areas. These six elements have been woven into a pattern intended for the greatest use of the private investment already existing within the CBD, and to utilize over time more public and private investments in the redevelopment of the CBD area. Several elements will show little substantial change from the way they presently exist in the CBD area. The major changes in the area would be the eventual removal over time of those non-CBD related uses and the removal of through vehicular traffic from the core plan area. An analysis of each of these six parts follows.

Commercial-Office

The most important aspect of the central business district plan around which all the following elements have evolved is the commercial-office facilities that are presently within the CBD area and those who will relocate to and develop in this area. Essentially, the pattern is the commercial-office related facilities forming a basic cross pattern with facilities operating on either side of the projected mall and the square. The concept is to preserve as much private ownership as possible within the central business district area. From the standpoint of the development and redevelopment of the CBD, such projects as the addition of the Loop-Road system, the additional parking space and providing pedestrian ways with trees, signs, benches, etc will not in themselves constitute the major drawing factor to the CBD. For the CBD to develop to its fullest potential, the individual property owners within this area will need to take steps to remodel, recondition, rebuild and redevelop the commercial-office facilities.

One proposal has been discussed: This is that the businessmen either in the entire area or on a block-by-block basis enter into a development corporation agreement. In this situation each property owner is issued shares in the amount of the generally appraised price of his property. Based on the total value of the block or area, the corporation then acquires a loan for either the improvements of face-lifting, back-lifting, or redevelopment. The corporation then rents the property to the original owner. The owner would then be paying rent for his remodeled space, which would be offset by his returns from the corporation stock. Ownership can eventually be regained when the corporate obligation ceases. This same type of approach can be used to develop parking facilities on either a ground floor or multi-story level if the City cannot finance this kind of activity.

Back-lifting as well as face-lifting on some of the commercial properties has been mentioned. In essence, after the plan goes into effect, each store will have two fronts, a back face and a front face. Some establishments have utilized both of these faces as store entrances. In some cases, it has been a matter of redesigning the back from an old alley-view to a view that will present the store image from the parking lot facilities.

Farmer's Market

In the extreme northeast section of the CBD study plan area is an area that has over the past years developed into a farming trade section. This type of activity should be encouraged, and this area be set aside as a farmer's market. The present commercial operators selling farm equipment, feeds, grains, etc., are encourage to expand facilities for sales of fresh produce and goods from the farming area. This area should be designed "in toto", with interior parking areas and with parking north of the farmer's market. Essentially, this would act as a central reference point for the farm-oriented aspect of the Marion economy.

Governmental

In terms of the City and County governmental development the County is erecting a new building north of Jefferson Street between VanBuren and Holland Street. This activity will tend to draw some of the traffic generated by the courthouse out of the plan area, but still within the traffic patterns projected for the CBD. In addition to the parking proposed for the courthouse, some of the major parking lot developments in the plan can be utilized for overflow situations.

The city hall, on the other hand, is being improved within the plan boundaries. The long-range possibility should be considered for eventual development of a sister building to the county courthouse north of the plan area to provide unified center for governmental services to the people of Marion and Williamson County. This would tend to move these two major generators of traffic into an area which can be adequately served with parking and the in-and-out flows of automobile generated traffic.

Church Developments

Several churches are located within the CBD area. These churches and church related activities can provide the necessary buffer from the core commercial area to adjacent proposed residential areas. On the extreme northwesterly edge of the CBD, the extensive land holdings of a particular church group can most effectively act as a transition between the hard core commercial and the residential and county building development north-northwest of the CBD plan. Expansion of the ground facilities for improving the church's appearance can be made for the church facility itself. These improvements can then flow into the proposed public and semi-public improvements to be outlined later in this report. There are also some church related facilities interspersed within the commercial-office area. Consideration should be given for relocation or for expansion as outlined above.

Parking

Many of the parking plan elements are already in existence. Further activities need to be generated to consolidate the large blocks of land necessary to provide adequate parking space for cars attracted into the CBD area. Some of this parking area will occur within the core area with access off the peripherial street pattern, and some will occur adjacent to the hard core CBD area, immediately around the hard core commercial section. Essentially,the parking and traffic patterns ought to create a two-way loop road system around the four-by-eight square block area. The thoroughfare system around the CBD is essential for auxiliary access to and from the commercial area, around and through the central part of the City of Marion. The system would generate traffic on the north along West Jefferson Street and East Jefferson Street, two blocks east of the Courthouse and 4 1/2 blocks west of the Courthouse. Major problems related to this street stem from its inadequate right-of-way. There are additional needs for the right-of-way to follow state standards for a state designated route, essentially providing for two lanes of moving traffic and turn lanes at the intersecting streets, with no parking but space allowed for sidewalk development. This additional width can be obtained while major developments are occurring, and the majority of additional right-of-way should probably be picked upoon the north side of Jefferson Street.

On the south end of the CBD plan is College Street, which runs the length of Jefferson and faces the same problem of needing two lanes of moving traffic with turn lane developments. College Street could probably be best expanded from both sides north and south of College Street for the additional right-of-way needed. In addition, College Street should be extended as a secondary street to Court Street, providing a southerly movement around the CBD. On the east, Buchanan Street would serve as the north-south connector between College and Jefferson. This street also needs additional right-of-way and improvements at the intersection of East Main for intersections of traffic through and around the CBD area. On the west, Holland Street and Holland Street extended need the same treatment as Jefferson, Buchanan and College Street. East and West Main, North and South Market Street have sufficient right-of-way at the point of intersection of the CBD plan to provide the necessary space for two lanes of moving traffic and lanes for turning. Prior to movement to the two-way couple around the CBD plan area, parking should be eliminated from East and West Main and North and South Market for a smoother flow of traffic around the couple.

Public Use Areas

The plan as outlined goes into considerable information on transferring street and alley right-of-way into basically pedestrian ways within the CBD study plan area. The major convergent center at initial stages of development of this plan would be to close off vehicular traffic within those areas outlined as pedestrian ways. For purposes of fire protection, facilities developed within this right-of-way should be placed in such a way that there is ready access for fire and other emergency vehicles into and through this complex. But other types of vehicular access should be discouraged. These ways, and especially the courthouse square at the center of the entire complex, should be developed with bushes, trees, flowers, places to site, places for children to congregate, possibly water fountains--the purpose being to create an in-town shopping complex to the degree found in many of the outlying shopping centers. Because of its large amount of space, the square can also be used as a public meeting area, a place to hold summer concerts, places for attractive newspaper stands, telephone booths, information kiosks, some type of community restroom stations, flower stalls and popcorn stands. Space for these activities can be leased by the county or city depending upon the ownership of property involved, which in turn can provide money for further CBD area improvements. In most cases, the short streets between the blocks can function as pedestrian ways leading from parking areas into the mall center of the CBD plan area. This should encourage more activity of the pedestrian nature throughout the downtown study area.

Chapter 9

THOROUGHFARE PLAN

A viable community must have adequate provision for modern transportation. Its street system is the framework of the community and as such is relatively permanent. Its layout determines the pattern of city development and the ease, safety and convenience with which people travel. Streets also provide open space and air to abutting property and serve as channels for the community's utility network.

To facilitate the vehicular circulation, the city must have an adequate primary and secondary system of streets. Due to age, right-of-way width, surface type and lack of foresight for planning, problems exist in Marion as in other communities within the Region in providing for the free flow of traffic without creating problems of safety, noise and congestion.

Due to the grid pattern of streets within the residential areas, the majority of these streets function as secondary streets. The increase in vehicles using inadequate streets has caused some of the problems referred to above.

Probably the greatest problem that arises from not having an adequate primary and secondary street system is cost of maintenance. Because of the amount of traffic on all streets, repairs are frequent and numerous. No one street receives the benefit of adequate maintenance because the money must be spread too thinly to do an adequate job. Thus little is accomplished in the way of providing maintenance on the streets of the City.

Traffic could be channeled into designated streets that would take the traffic away from the residential areas. With through traffic removed from many of the streets, maintenance costs could be reduced. Thus funds that would generally be used for all streets can be alloted for the maintenance of streets that carry the heaviest traffic.

The Thoroughfare Plan is designed to provide a major road system capable of serving the needs of the City for the planning period. The accompanying Thoroughfare Plan Map shows the future thoroughfare plan for the City. Individual thoroughfare programs are discussed below as well as suggestions for the collector street system within the City of Marion.

Arterial Thoroughfares

Marion has several streets presently acting in the capacity as arterial thoroughfares. The major north-south arterial thoroughfare is Illinois Route 37, running along North and South Court Street. This inter-regional route will carry north-south traffic between Marion and communities north and south of the City.

Interstate Highway 57 is the arterial thoroughfare on the extreme west side of the City and is capable of carrying traffic inter-regional and inter-state. While by no means part of the local street system, the Highway does serve as an arterial thoroughfare moving traffic north and south from the City of Marion.

The east-west arterial thoroughfare on the north side of the City is Illinois Route 13 which carries inter-regional traffic from Marion east and west through the Region.

An additional arterial thoroughfare which also serves as a primary street is Old Route 13 along East and West Main Street coupled along College and Jefferson Streets around the CBD Study Plan Area.

Primary Streets

The streets in the community serving as arterial streets can also double as primary streets. This would include Court Street, DeYoung Street or New Route 13, and Main Street or Old Route 13. In addition, several other streets should be considered for development as primary streets within the City of Marion.

On the west, Carbon Street and Carbon Street extended should serve as the primary north-south street on the western edge of Marion. This street should go beyond DeYoung and south past the High School to connect up with a south primary street to be projected in the future.

On the east, the primary street running north and south would be the Creal Springs Road and the Creal Springs Road extended north to cross New Route 13.

The major east-west primary street on the south would be Hendrickson Street-Boyton Avenue connecting Creal Springs Road on the east to Carbon Street on the west.

Secondary Streets

Secondary streets carrying east-west traffic on the north side of town would be Patrick Street and Patrick Street extended to cross the interstate if feasible. Basically, Patrick Street would run from Carbon Street to the Creal Springs Road extended.

East and West Boulevard Streets extended from Carbon Street to Third Street would act as a secondary street between Old and New Route 13.

Copeland Street-Copeland Street extended and Ellen and Park Land, from Carbon Street on the west to the Creal Springs Road on the east, should serve as a secondary street between Old Route 13 and Boyton-Hendrickson primary streets.

The major north-south primary street to be considered would be Fair Street-Fair Street extended, from Patrick on the north to Boyton on the south.

Moving west, the next secondary street would be Park Drive-Calumet Street-Lilian-Garfield-Garfield extended, from Patrict Street on the north to Boyton Street on the south.

North and South Court Streets serve as primary streets from Patrick Street on the north to the primary street proposed along the Country Club east-west road on the south.

There are no north-south secondary streets recommended between Court and Carbon Streets due to the existing land pattern and the cost involved acquiring adequate right-of-way. In regard to the secondary streets, several problem areas exist and these should be taken into consideration as new development arise and as property becomes available for purchase. Along Boulevard Street between Russell and Carbon Streets, a minor right-of-way exists. As platting or re-platting of the subdivisions occur within this area, additional right-of-way should be set aside for the eventual extension of Boulevard Street.

Along Copeland-Allen Avenue narrow right-of-way problems exist on Copeland between Vicksburg and Court Street. As property becomes available, it should be purchased for additional right-of-way for extension of Copeland Street, east and west. Along Copeland Street between the intersection of Copeland and Allen Avenue there is no right-of-way at present; as some of the older residences in this area become available for sale, they should be purchased for right-of-way. In addition, right-of-way should be provided along Park Lane from Calumet to the Creal Springs Road to complete the Copeland secondary street route.

Along Fair Street right-of-way needs to be considered from South Main to Boyton Avenue. In some sections of this area, right-of-way does exist, but future consideration should be to purchase additional right-of-way to complete this secondary street.

Along Park-Calumet-Garfield Street serious consideration needs to be made to span the gap of the railroad between Jefferson Street and McKinley Street. In all likelihood, considerable property purchase and possible overpass should be considered at this intersection.

Collector Streets

The accompanying Thoroughfare Plan Map shows some suggested reappraisal of the collector street system in the City of Marion. These are by no means complete but just a matter of suggested types of improvement that can be generated to further encourage use of the primary and secondary street systems to be developed.

Essentially, the major elements on the collector street system are to develop longer blocks, to discourage high speed travel, greater utilization of stop signs and closing of streets to vehicular traffic where necessary. Some of the short intervening streets which absorb so much of the city's street maintenance money should be considered for closing. Various types of treatment can be used on these closed streets, with each one representing a special case. Depending on the utility easements involved, some streets can be sold to the adjoining property owners as driveways; some can be converted into neighborhood parking lots; some can be converted into pedestrian walkways for ease of access to the school facilities; some can be converted into small parks and tot lots to supplement the recreation program in the City of Marion; and some can be converted into public open space with trees and grass.

This proposed system can be developed two ways: first, construct new streets or improve existing street; second, employ artificial means. A mixture of the former and latter will need to be applied in the case of Marion. One way of artificially creating a secondary street system is by adding stop signs on local streets to discourage through traffic. The converse is also true: The removal of stop signs on streets designated to be in the secondary street system would allow those streets to have free, uninterrupted flows of traffic. By these means, traffic would be channeled to the streets that provide ready access from one area of the city to another.

Doing the Thoroughfare Plan will require considerable readjustment of the Collector street system. This is primarily intended to reduce street mileage that the City has to maintain and to ease traffic patterns in the residential sections of the community. In the majority of cases the new street alignments have been maintained in existing street right-of-ways, with the biggest change occurring in closing of minor short streets. The loops at the end of short streets are cul-de-sacs, to provide for the changing of direction of the automobile.

Chapter 10

COMMUNITY FACILITIES PLAN

Community Facilities are those provided at all levels by governments as well as private institutions for the health, education and general welfare of their citizens. They consist of schools, public buildings, recreational facilities, water, sewage, police and fire protection. The attractiveness and livability of the community depends in large part on the public facilities provided. A modern and progressive community has to provide adequate services for its people to retain existing residents and attract new residents. The responsibility for providing these facilities rests ultimately with the citizens. In 1960, according to the 1960 Census of Population, Marion had a population of 11,274. According to the median population projection of 1985, Marion will have a population of 15,800, which is an increase of approximately 4,500 people.

Marion's primary and projected function in the Region will be as a residential and commercial service community. To provide for the attractive residential atmosphere, community facilities must be maintained and in many cases expanded and improved as population increases.

Parks and Recreation

Proposed Recreation Lands

Recreation facilities should be combined with school facilities to serve as educational and recreational centers for the neighborhoods or neighborhood complexes. The two facilities are closely related, for their purposes, programs and activities overlap. It is also important to combine indoor and outdoor recreation facilities in the same area. As an example, the community can open the doors of its schools for evening public purposes, thus maximizing investment in the building. Moreover, it is more economical and efficient to design, construct, maintain and operate these facilities jointly.

Recreational facilities and schools also have overlapping services and can be most practically planned on a neighborhood or community basis. Combined school-recreation centers should be located as near as possible to the center of the service area so as to maximize convenience. According to the recreation standards previously cited, Marion, with its present population of 11,274, should have 112.7 acres in recreation land. The projected increase of 4,500 people by 1985 would require appeoximately 158 acres for recreation by 1985. To maintain an acceptable standard of living for its citizens, the community must develop a program of recreation land acquisition and development so as to keep pace with the increased recreational needs of its citizens.

In the northeast quadrant of the community is the Oasis Park and the Grade School complex. Basically these facilities should be sufficient for the recreation and school needs of the people. In the southeast quadrant is Ashley Park. Consideration should be given to establishing a Grade School facility and expanding Ashley Park or other park facilities in the southeast quadrant. In the southwest quadrant are Pyramid Park, Pamela Park, the Grade School and the High School, plus the open space land directly north of the Veterans Administration Hospital. Consideration should be given to expansion of the Pyramid Park area as a buffer and as an expansion area for the high school, thereby creating a community wide recreational complex in the southwest quadrant of the community. Although VA Hospital land is partially utilized, the community should maintain this acreage as a recreational area and not infringe on its use by permitting various types of non-community open space land needs. In the northwest quadrant, consideration should be given to the establishment of a community park-school complex to serve the needs of this area. Presently, the Grade School located along Court Street could be relocated into the interior of the northeast section. Land presently held for industrial purposes or land adjacent to the Catholic Church complex would be ideal for this type of recreation-school area. In the central core commercial area (with the eventual removal of the Courthouse from the city square), certain kinds of passive recreational activities can be developed for the recreational needs of older citizens. These can complement commercial activities that are generated. This has been mentioned previously in the Central Business District Plan section of this report.

Marion has at its disposal a prime potential resource for integrating its major recreation holdings into a composite whole for use by the entire community: namely, the present major drainage ways running throughout the community. These can be purchased and held through easements, ownership, etc., into lengths between the systems to ease problems of flooding and encroachment upon the flood areas and to provide these areas as walkways and bicycle ways to move people from one section of the community to another without using the road system.

Other recreational opportunities exist if some of the collector street suggestions are implemented and some of the short streets closed. The closing of these streets can make possible the addition of Tot Lots as small "vest pocket" parks scattered throughout the residential areas of the community. These kinds of facilities normally require little in terms of equipment but a good deal in terms of imagination. In many communities, the community service groups have been willing to assist in the design, development and maintenance of these kinds of facilities.

Schools

Marion will continue to operate as a major educational center for the southeast portion of the Region. The development of the new high school and the existence of the grade schools testify to Marion's position in terms of educational development. But consideration should be immediately given to the purchase of a new grade school site for grades K-6 in the southeast quadrant of the community. In the northwest quadrant, consideration should be given to the development of a new grade school recreation complex. The land should be planned for purchase in the near future, the development of this facility occurring toward the end of the planning period. School facilities in the northwest quadrant, those adjacent to the CBD, and those within the residential area should be expanded in terms of land acreage so that greater space needs can be provided for school expansion and recreational development.

Public Utilities

The public utilities of the City of Marion have generally kept pace with the increased development of the City. From a planning standpoint, water and sewer lines should first be developed within the City limits. Expansion beyond the City limits should be basically avoided unless an arrangement and service agreement is made contingent upon annexation to the City. The provision of these basic utility services beyond the City limits can be the most unplanned aspect of community development. A community can spend a great deal of time, energy and money in preparing a Comprehensive Plan and its implementation tools. Yet the development of one water or sewer line beyond the community limits can throw the entire planning out the window. While new development beyond the corporate limits may be "nice" for the community, they do not help the community in terms of its short range and long range fiscal operations.

Public Buildings

Fortunately, serious consideration is in process to update and expand the facilities provided by the county and city governments through their public building development. As mentioned previsouly, the Courthouse is being rebuilt north of the CBD area. Consideration should be given to the development of a sister building adjacent to the Courthouse, for expanded City Hall facilities and the eventual closing of the present City Hall facility. Also, a new fire station might be located on North Court Street, north of Old Route 13. This development should occur soon, and the location of another fire station facility is needed in the east quadrant of the City of Marion. Consideration with regard to the library, hospital and other public uses would be the purchase of adjacent land for expansion needs and for increased parking and public space areas adjacent to these facilities.

Electricity, Gas and Telephone Service

These facilities are provided by private utility companies, and their services are expected to keep pace with the City's future development.

Chapter 11

LAND USE PLAN

The land use plan of a community is an essential part of the Comprehensive Plan. It guides orderly growth and development. Proper use of land is an absolute necessity if planning is to be effective, for it recommends where people will live, work, shop and play. The prime determining factor is suitability, which includes such factors as topography, relation to other land uses, and accessability. Where a community has relied solely on economic forces to guide its growth (with little or no consideration given to land use planning), intermixing of incompatible uses has materialized, resulting in unwarranted liabilities to the city.

The purpose of land use plan is to reserve for each major type of use on the basis of projected population and land use trends the amount of land needed during the planning period.

Residential Land Use

As discussed previously under the Land Use Housing Analysis, Marion is basically a community of homes. Therefore, in planning for the 1985 population of 15,800, recommendations have been made to maintain residential areas and to further encourage their compatible and orderly growth and expansion. The plan, therefore, sets out considerable amounts of land for residential use, which is essentially divided into four major quadrants of the city--the northwest quadrant, the northeast quadrant, the southwest quadrant and southeast quadrant. In addition, with Marion's commercial service orientation and its proximity to Illinois Route 13 and Interstate Highway 57, Marion will be in the position of gaining more high density residential development. This high density development should occur adjacent to those primary and secondary roads which can afford the needed traffic artery space. Therefore, areas of high density residential development have been projected as south of the Central Business District, east and north of the Central Business District, with a minor quadrant directly west of the CBD and north of Court Street.

In the past several years Marion has expanded west toward the Interstate Highway. In order to more effectively use the community systems evidenced in the Thoroughfare Plan and Community Facilities Plan, it would be advisable to encourage greater residential growth in the southeast quadrant, thereby counterbalancing the movement toward the Interstate Highway. This area offers possibilities for a variety of residential housing development through zoning ordinances, and this variety of residential uses can be encouraged to grow in the southeast quadrant and in those portions of the other quadrants as outlined in the Land Use Plan.

Commercial Land Use

Commercial use of land is the second largest. This land use breaks down into two basic types: commercial facilities oriented to the community itself and commercial facilities related to the interstate and inter-regional highway systems. The area in and around the Central Business District plan area has been proposed as the major community oriented commercial center of the City. In addition, neighborhood oriented commercial development might be encouraged in the southeast quadrant related to Boyton Avenue and along the old Creal Springs Road in the southwest quadrant somewhere near the new high school development. Some commercial activity might also be located near the center of the northeast quadrant. The northwest quadrant, due to its particular size and shape, will probably use its neighborhood commercial facilities as adjuncts of the CBD proposed highway oriented commercial areas.

Basically, the highway oriented facilities are at the north boundaries of old Route 13, east of Interstate 57, and north and south of DeYoung Avenue east of the Interstate. Westward development along DeYoung or New Route 13 should be encouraged as long as it is in a compact area and does not continually string out between the Interstate and Route 148 south of Herrin. This latter type of activity could do more damage to the growth potential of Marion. The Regional Plan for the Greater Egypt Region has tended to keep commercial facilities related to communities so that these facilities can be adequately served with police protection, fire protection, and adequate water, sewer and other essential community facilities.

Other Land Uses

The Community Facilities Plan just preceding this Land Use Plan has included land needs for parks and public uses throughout the community. Therefore, they become an integral part of the land use plan of the community.

Industrial Land Use

Marion is basically a commercial and service-oriented center, having little industrial land use at present. Present industrial uses should be maintained for the feasible life of the structures, but new industrail growth should be encouraged to locate north of DeYoung and east of the Interstate Highway. This area should serve as a prime industrial area for the community. Its industrial use is compatible with other development in the area, and the traffic it generates would in no way affect the basic core area patterns of Marion.

Chapter 12

CAPITAL IMPROVEMENTS PROGRAM

Capital Improvements are those long term investments and relatively high cost items of the city which are of a capital nature, such as: permanent street paving, water and sewer plants and lines; acquisition of land for parks; investment in heavy equipment; construction of public buildings, etc. Consequently, the most visible results of planning are the initiation and completion of the various elements of a Capital Improvements Program. A Capital Improvements Program closely relates to planning in being a continuing and never ending process. The initial and subsequent programs are drawn for a six-year period and reviewed and revised as necessary. The first year is the most definite, and the remaining five years help serve as a basis in formulating future priorities. As the years pass, these become more precise both in terms of objectives and financing, hence very valuable documents. Several factors enter into such programming--the urgency, required financing, feasibility and relationship of each proposed improvement to the others. A Capital Improvements Program should be planned and coordinated with other groups such as state, county, and federal agencies to take advantage of available funds and assistance from such groups.

The following table states in general terms those public improvements whose needs have been indicated in previous chapters of this Comprehensive Plan. These community needs have been estimated for Immediate, Intermediate and Long Range Development. A more precise program will result from a Capital Improvements Budget, based on six-year periods, reviewed and revised annually.

SUGGESTED PUBLIC IMPROVEMENTS PROGRAM

Immediate Development
(Completed Within 5 Years)

Proposed Project	Suggested Source of Funds
CBD	
Purchase of additional parking space	Parking Commission Revenue Bonds
Additional Right-of-Way on Jefferson, College, Buchanan and Holland	City Funds Motor Fuel Tax
Holland Street extension, purchase of right-of-way	City Funds
Thoroughfares	
Purchase of additional right-of-way and extension sections for Carbon Street, Creal Springs Road, Hendrickson, Patrick, Boulevard, Copeland, Fair and Garfield	City Funds Motor Fuel Tax
Community Facilities	
Purchase of land for Southeast School-Park Site, Northwest School-Park Site, Drainageway Park Connectors	School District Park District Federal Open Space Land Funds
Construction of new Fire Station	City Funds
Expansion of total community sewer system	City Funds, Revenue Bonds, Federal Grant and Loan

Intermediate Development
(Within 10 Years)

Proposed Project	Suggested Source of Funds
CBD	
Development of Loop-Road System	City Funds, Motor Fuel Tax
Development of Pedestrian Malls and in-commercial recreation areas	City Funds, Park District, Civic Groups, Businessmen

Intermediate Development
(Continued)

Proposed Project	Suggested Source of Funds
Thoroughfares	
Purchase of Land for Golf Course Road	City-County Funds Motor Fuel Tax
Development of Carbon, Patrick, Boulevard, Boynton (Hendrickson), Fair, Copeland, Garfield, Creal Springs Road	Motor Fuel Tax Bond Issue City Funds
Community Facilities	
New School-Park Complex - Southeast Section	School/Park District Funds
Park Development Northwest - Walking, Bikeway, Trail development along drainageways	Park District, Bond Issue, Federal Open Space Land Funds

Long-Range Development
(By 1985)

Proposed Project

New Source of Water

New Northwest School

Golf Club Road

New City Hall

Second Fire Station on East Side of Marion

Chapter 13

PLAN IMPLEMENTATION

The Comprehensive Plan is an advisory tool for guiding the community's future land development. The Planning Commission has been working toward its development. However, the Plan itself should not be considered as the end of the planning process. In order for this process to be effective, it must involve a continuous community endeavor. Therefore, the most important and perhaps the most difficult steps lie ahead--those of putting the Plan into effect.

Zoning, subdivision control, codes, public improvements programming, the official map, citizen participation, and continuing planning have been discussed at Planning Commission meetings. Their relationship to the total planning process is outlined. These implementation tools will aid in the development of the Plan proposals.

Zoning

Zoning is a primary means for effectuating the Comprehensive Plan. A zoning ordinance and accompanying zoning district map should be based on the Land Use Plan which in turn has been based upon the existing use of land, population, economic expectations, and other findings in the Plan. The text of the ordinance establishes minimum standards for height and size of buildings, open space, and the location of uses in certain districts. This is done in order to conserve and protect the health, safety, and the general welfare of the entire community. If properly formulated and administered, the zoning ordinance with its accompanying zoning map can achieve the following:

1. Encourage development of the community as envisioned by the Comprehensive Plan.

2. Offer protection to the individual property owner so that his property will not be devalued by an action on adjacent property over which he has no control.

3. Seek to locate compatible uses in the same general area. For example, schools should be located with residences and industrial uses with similar uses so that conflicts are minimized.

4. Assure the community that public facilities, schools, parks, sewers and water lines will be adequate to serve the number of persons for whom they were designed. Zoning will establish certain densities of development, and facilities can be designed to serve such densities.

5. Hold land for future development and restrict the premature and widely scattered development so characteristic of the Region.

Subdivision Regulations

Subdivision regulations assure a community that minimum standards will be met by persons developing land within a subdivision. The municipality should assume the maintenance of streets after their construction and dedication as well as maintaining other public facilities. Streets should be of standard qualitative and quantitative construction so that public maintenance is minimum. The Subdivision Regulations set minimum standards for the subdivision of land and the installation of streets and public facilities. The community enforces subdivision regulations by requiring planning commission approval before plats are officially recorded.

Subdivision regulations, coupled with a zoning ordinance, will assure the best use of land. The undersized lot will not be allowed. Streets will connect to one another and conform to the Thoroughfare Plan. Residential areas will not be a hodge-podge of unrelated development. Tax money will not be spent unnecessarily on public facilities which should have been adequately installed initially. The purchaser of a lot will be assured some degree of protection. Subdivisions will be a part of the landscape for years to come, and adequate regulations with diligent administration can go a long way in creating well designed, livable residential areas.

Official Map

Cities within the State have been granted authority by the Illinois Legislature to adopt an official map. While such map may be adopted before completion of a Comprehensive Plan, it is best to adopt it afterward.

The official map provides cities the opportunity of stating standards for, and location of, projected improvements within the planning area. Such an ordinance must show size and location of future streets, parks, playgrounds, schools, and public service facilities. Standards for construction of streets, sewer and water lines and other public service facilities must also be set forth in the ordinance.

Thus, the official map reserves land for projected community needs. For example, the official map based on the Comprehensive Plan may indicate the construction of a school at a certain location. Prior to developing the tract of land reserved for the school, the owner must allow the School Board one year to purchase of begin condemnation proceedings for the school site. The School Board would be expected to pay the fair market value for the land. If no such action is taken by the School Board, the owner of the land may then develop the land in accordance with the law. The process is similar for reservation and acquisition of land for streets, parks, sewer and water lines, and other public facilities. The map allows sound community development at a reasonable cost and informs persons as to municipal policies for development.

Performance Codes

The adoption of building, plumbing, electrical, and fire codes legalizes minimum standards for the health and safety of the citizens of the community. The proper enforcement of these performance codes assures upkeep and safety of individual buildings within a particular area and lessens the danger from fire or other catastrophe to the residents and their neighbors.

Housing Code

In addition to the performance codes, the adoption of a housing code can assure minimum standards for the occupancy of dwellings. This code attempts to eliminate occupancy of substandard dwellings by setting requirements for sanitation, ventialation, light, air, space, and other matters relating to health and safety. The adoption and enforcement of a housing code is the community's most effective tool in combating slum development.

Capital Improvements Program

The Capital Improvements Program is the community's guide for the development of major public works. These projects are classified according to a set of priorities (community needs, availability of funds, and estimated time of development). The list of public works, ranked according to the priorities, is the community's Capital Improvement Program. The program as outlined should be scheduled into the community's budget to assure funds for the improvements when needed.

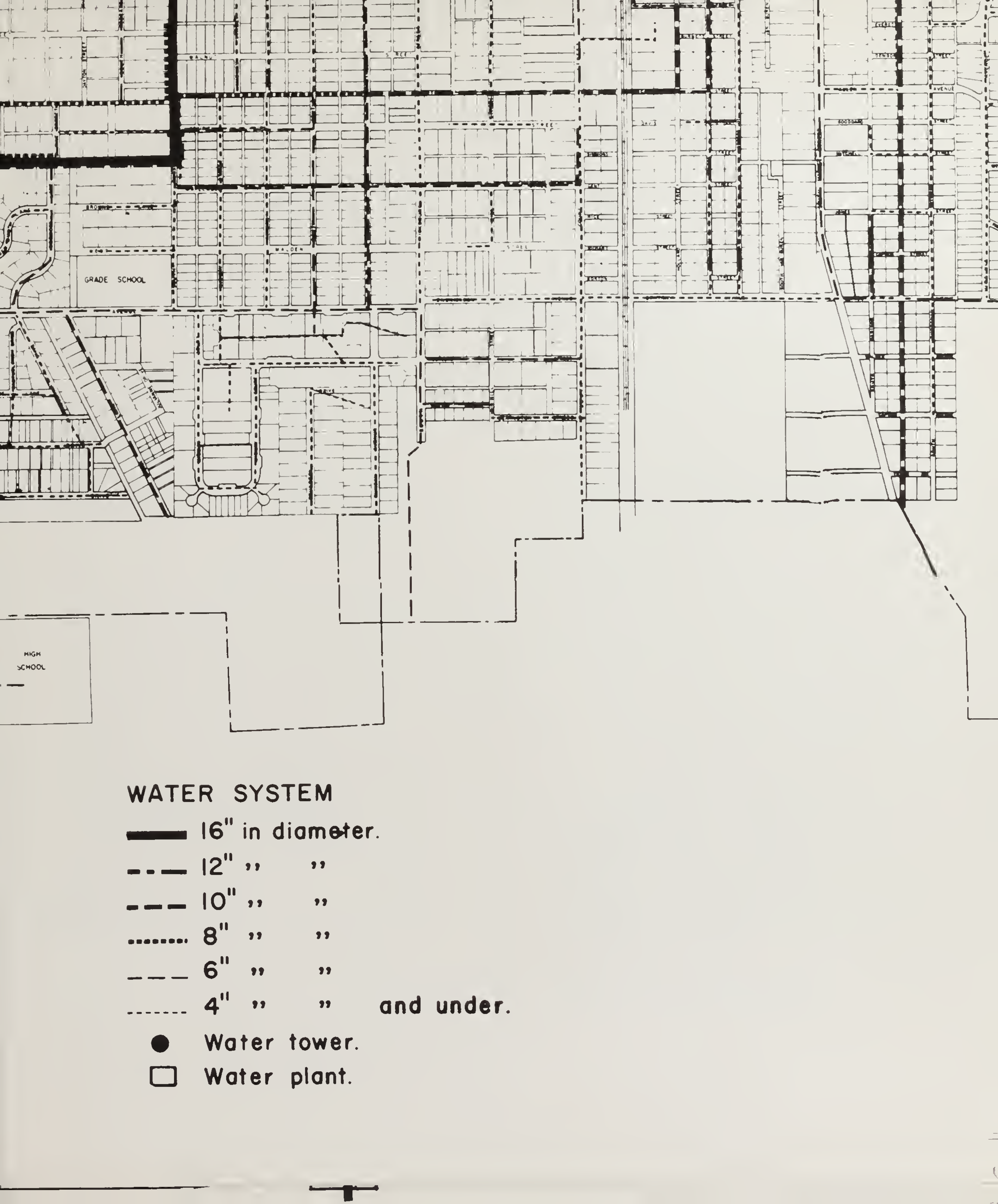
Mandatory Referral

A new concept in implementation tools called Mandatory Referral is currently gaining in popularity throughout the United States.

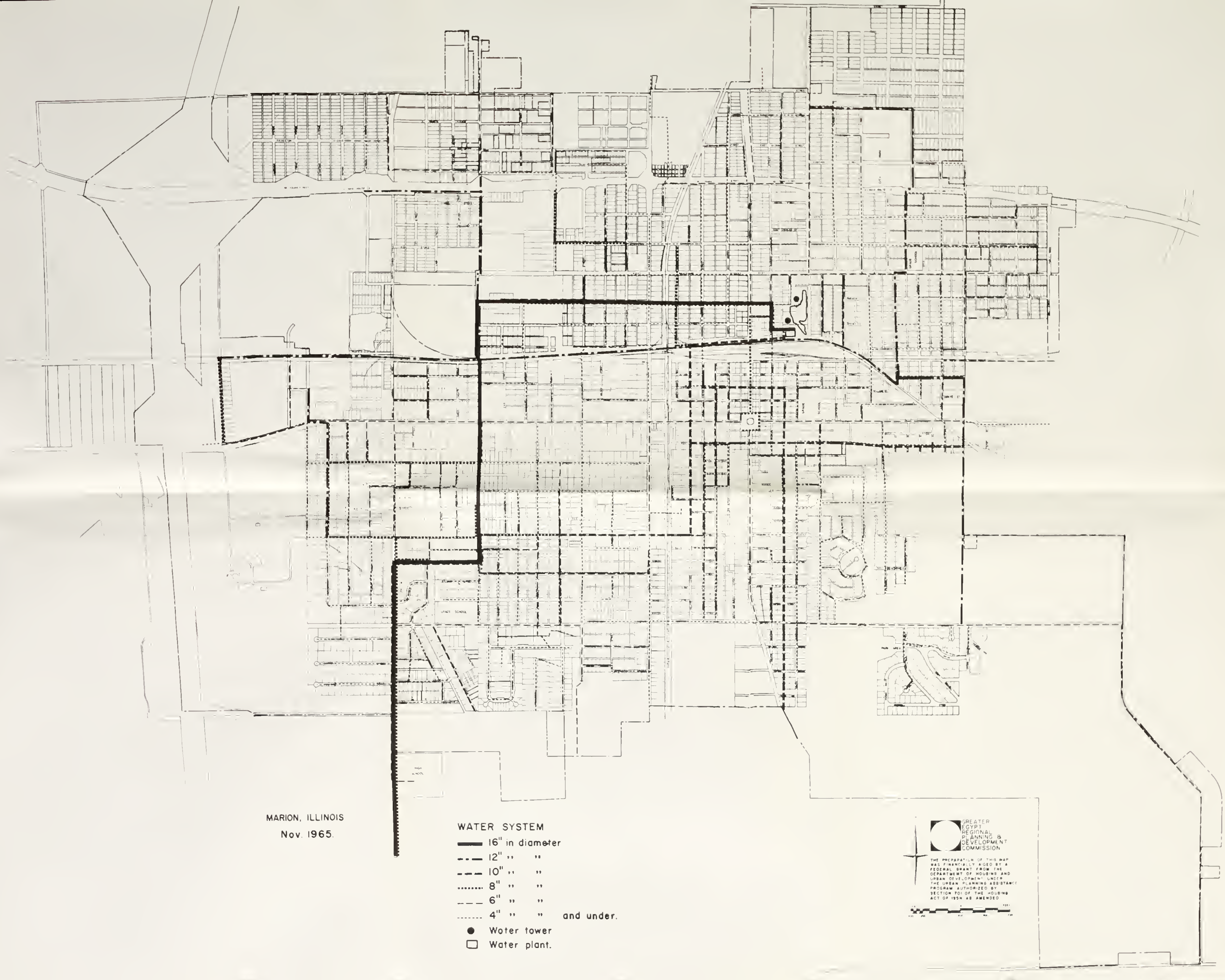
Stated simply, Mandatory Referral means that all public works must be approved by the planning commission as being in conformance with the Comprehensive Plan. Presently, Illinois Enabling Legislation does not allow communities to pass an ordinance putting Mandatory Referral into effect. However, a community could greatly benefit itself by using the concept voluntarily. It is strongly recommended that the Planning Commission review all public projects in the future to determine their effects on the Comprehensive Plan. The various departments of the City should adhere to these recommendations voluntarily. Failure of the City government to cooperate with its own Planning Commission hardly sets a helpful example for private developers and individuals.

Citizen Participation

The final method of plan implementation is through the efforts of governing bodies, planning commissions, and local citizens' groups. Elements of the plan must reach the individual citizen in order that he may understand and take part in the efforts to make his community a better place in which to live and work.



GRADE SCHOOL
HIGH SCHOOL
WATER SYSTEM
16" in diameter.
12" " "
10" " "
8" " "
6" " "
4" " " and under.
Water tower.
Water plant.



MARION, ILLINOIS

Nov. 1965.

WATER SYSTEM

- 16" in diameter
- 12" " "
- 10" " "
- 8" " "
- 6" " "
- 4" " " and under.
- ● Water tower
- ☐ Water plant.

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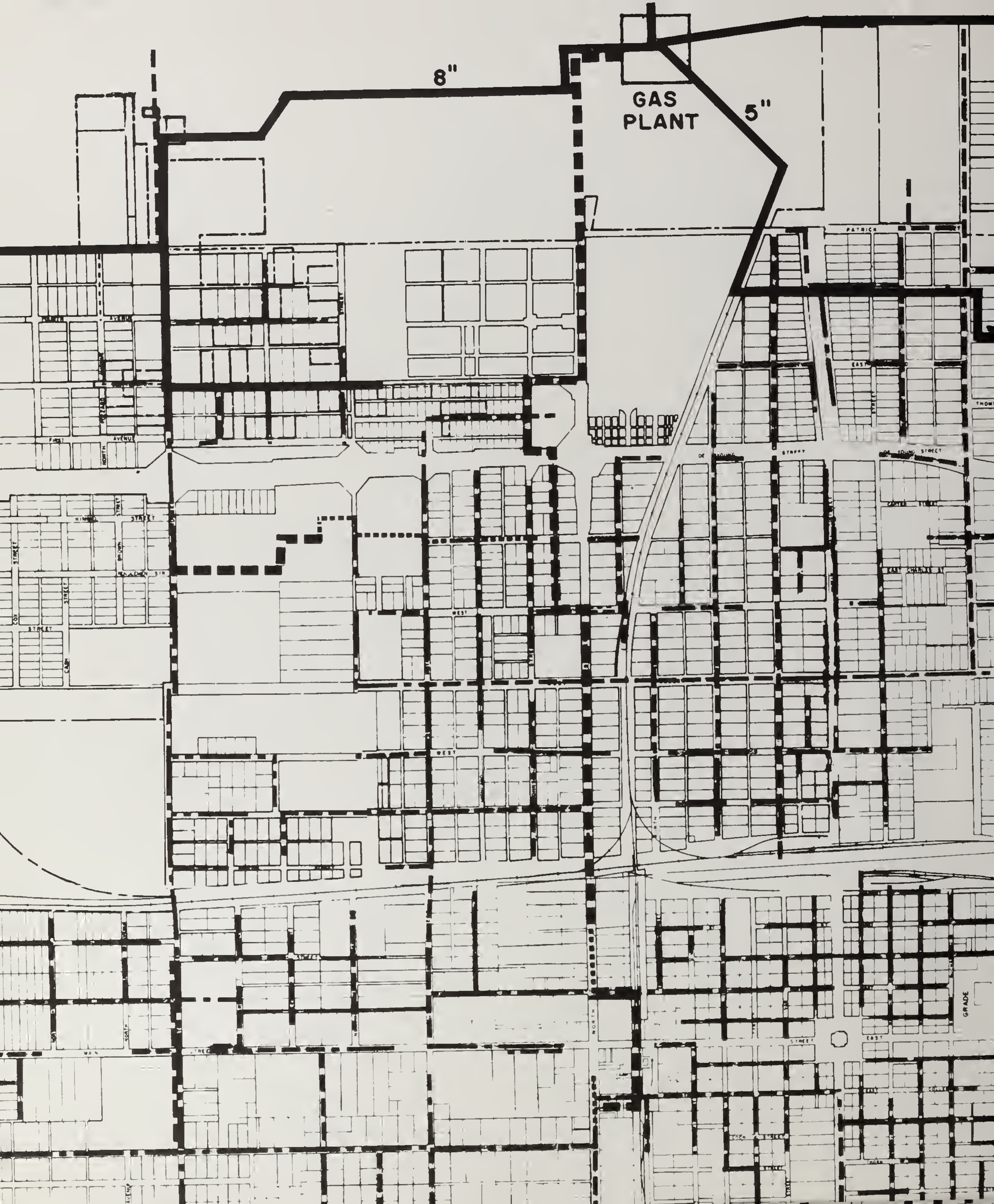
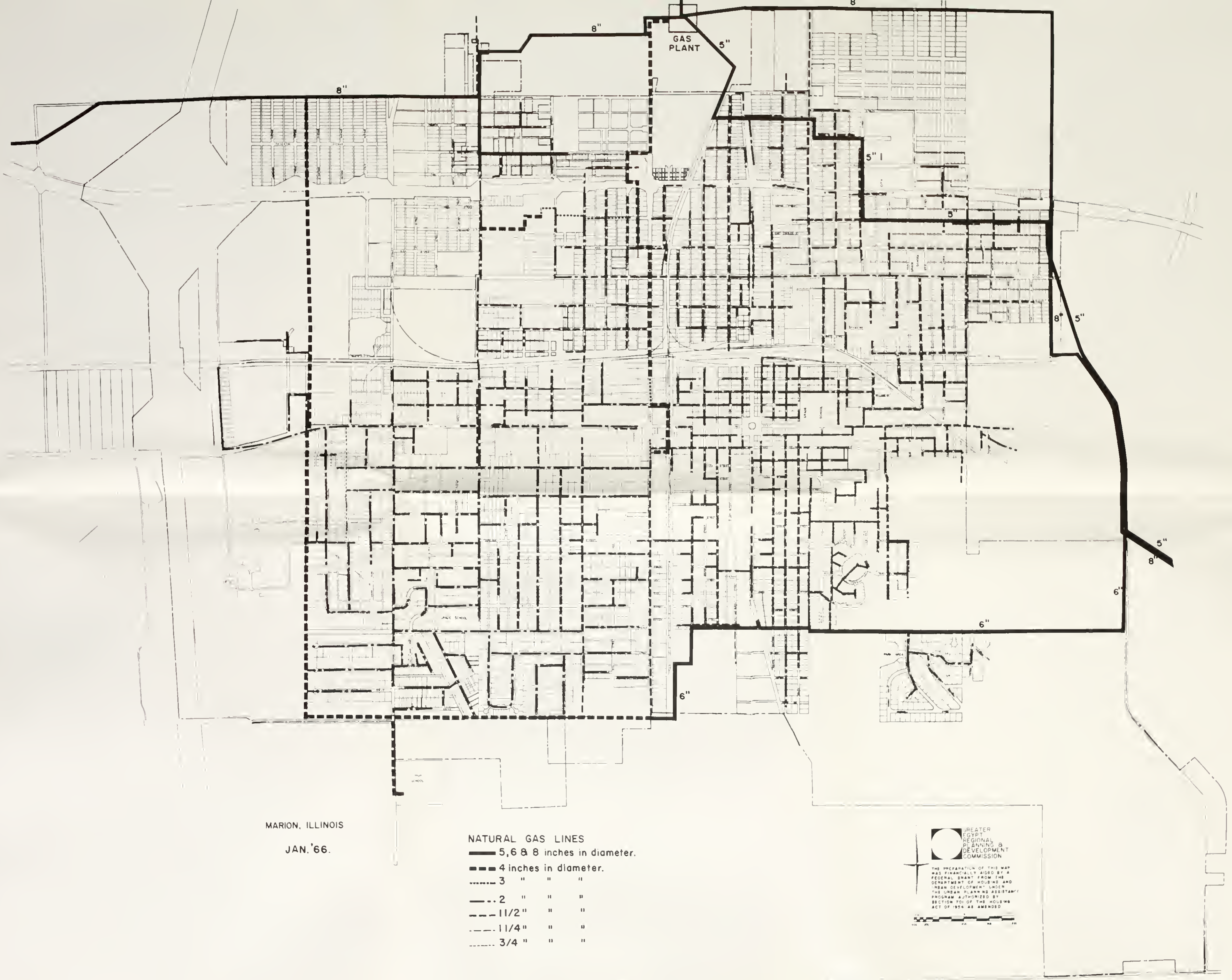

8"
GAS
PLANT
5"
PATRICK
EAST CHARLES ST
CARTER STREET
DE YOUNG STREET
GRADE
NORTH



MARION, ILLINOIS

JAN.'66.

NATURAL GAS LINES

━━━ 5,6 & 8 inches in diameter.

▬ ▬ ▬ 4 inches in diameter.

┈┈┈ 3 " " "

—‧‧ 2 " " "

‐‐‐‐ 11/2" " "

‐·‐·‐ 11/4" " "

...... 3/4" " "

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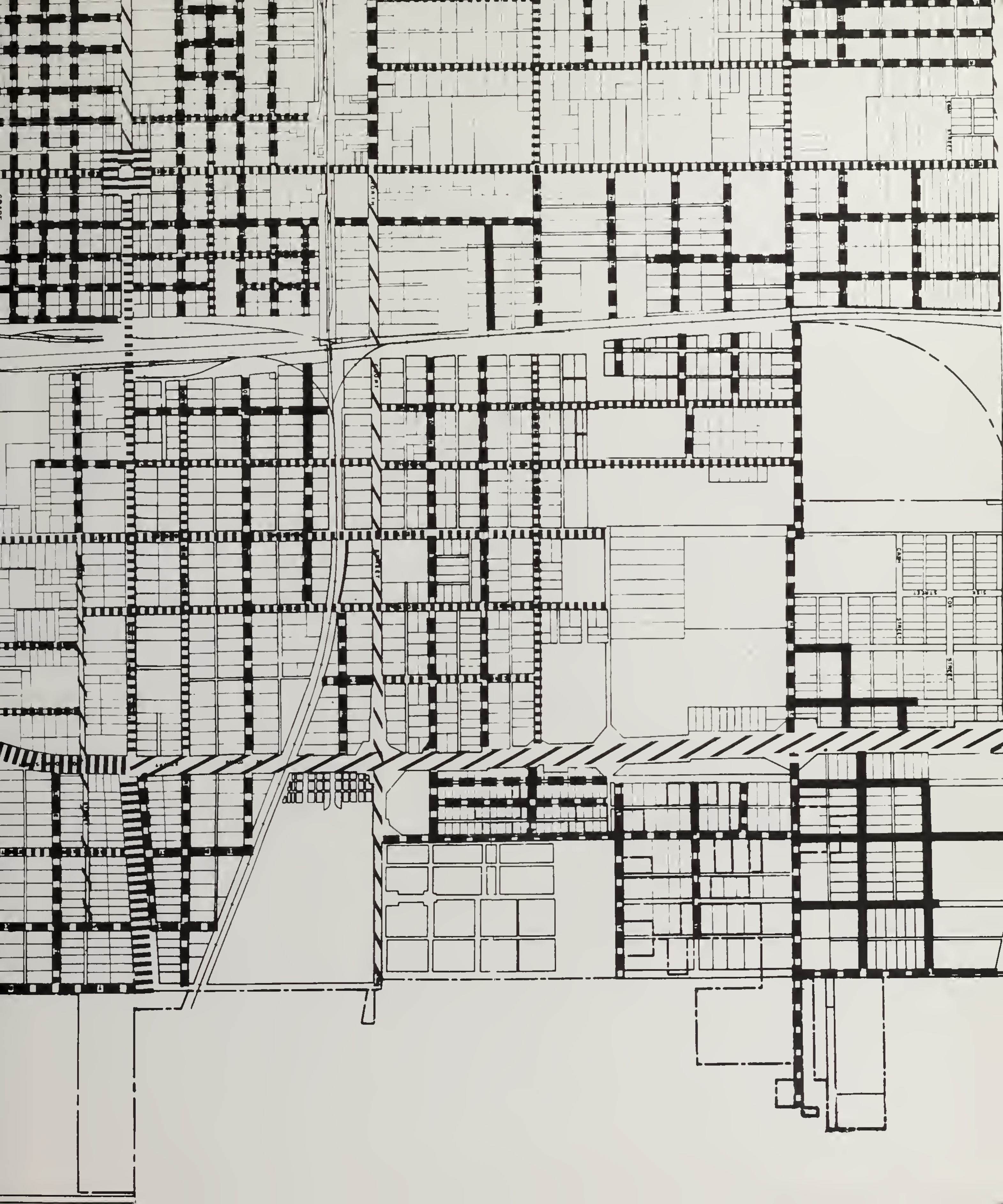
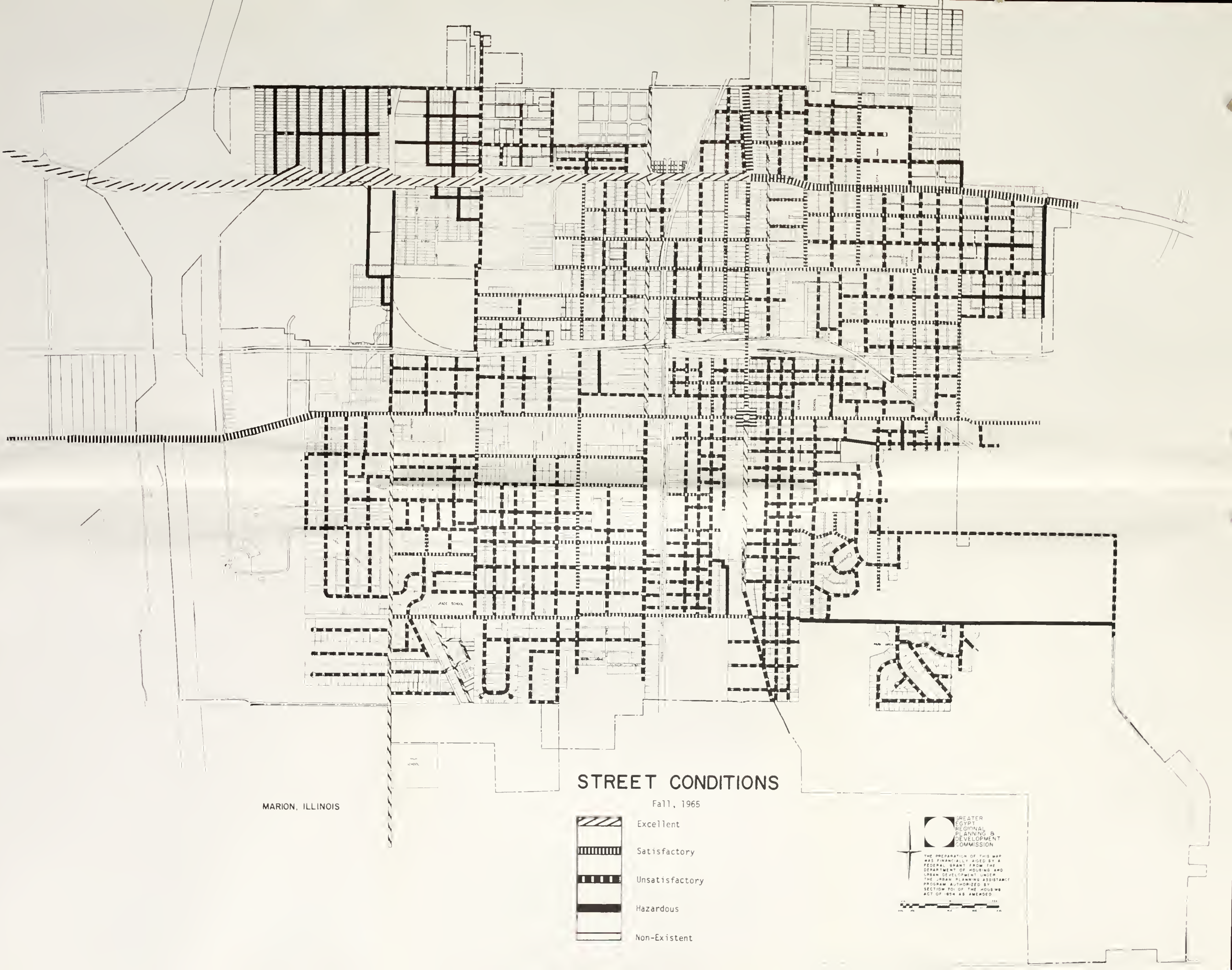

STREET
CON
STREET
STREET



STREET CONDITIONS

Fall, 1965

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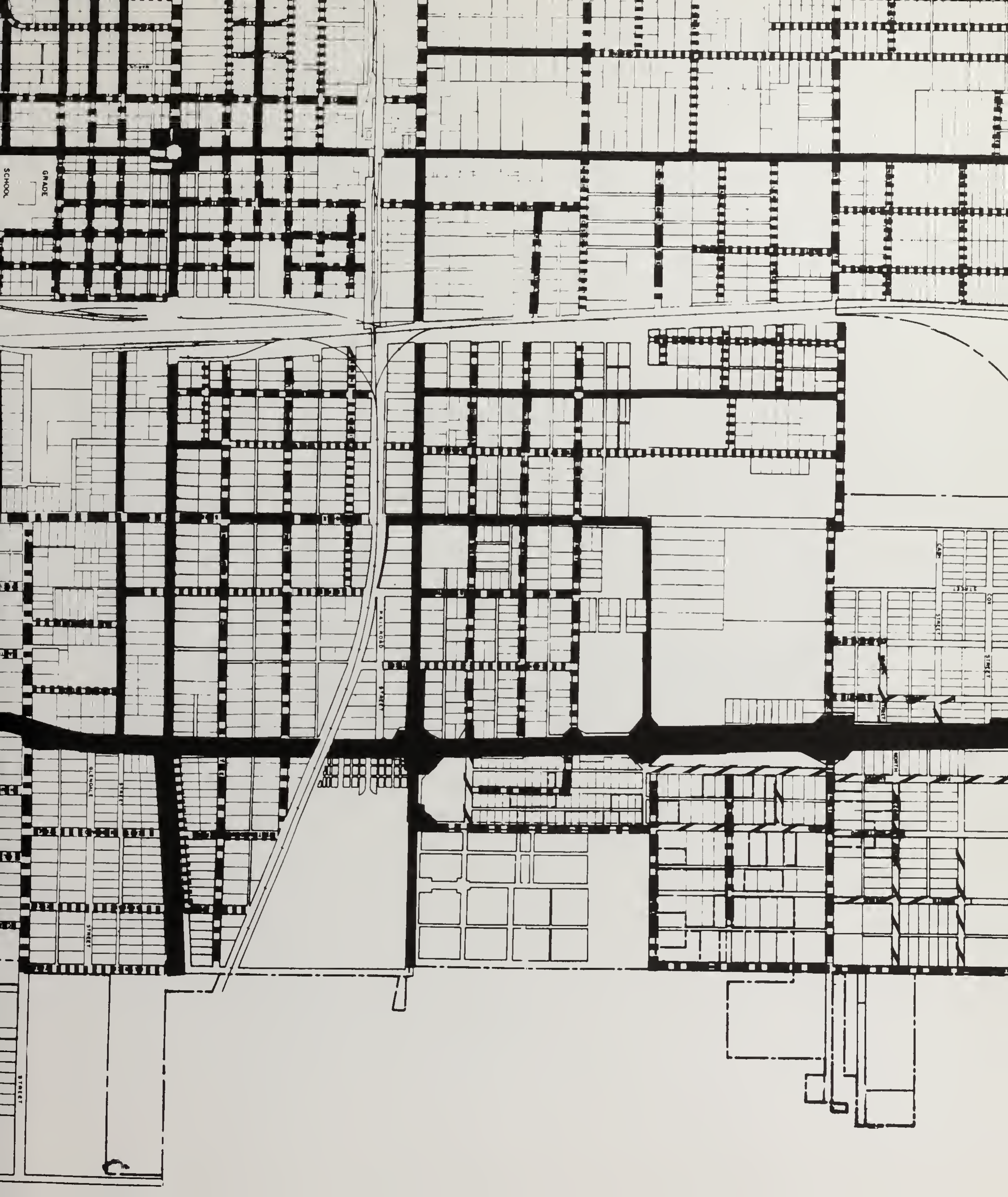
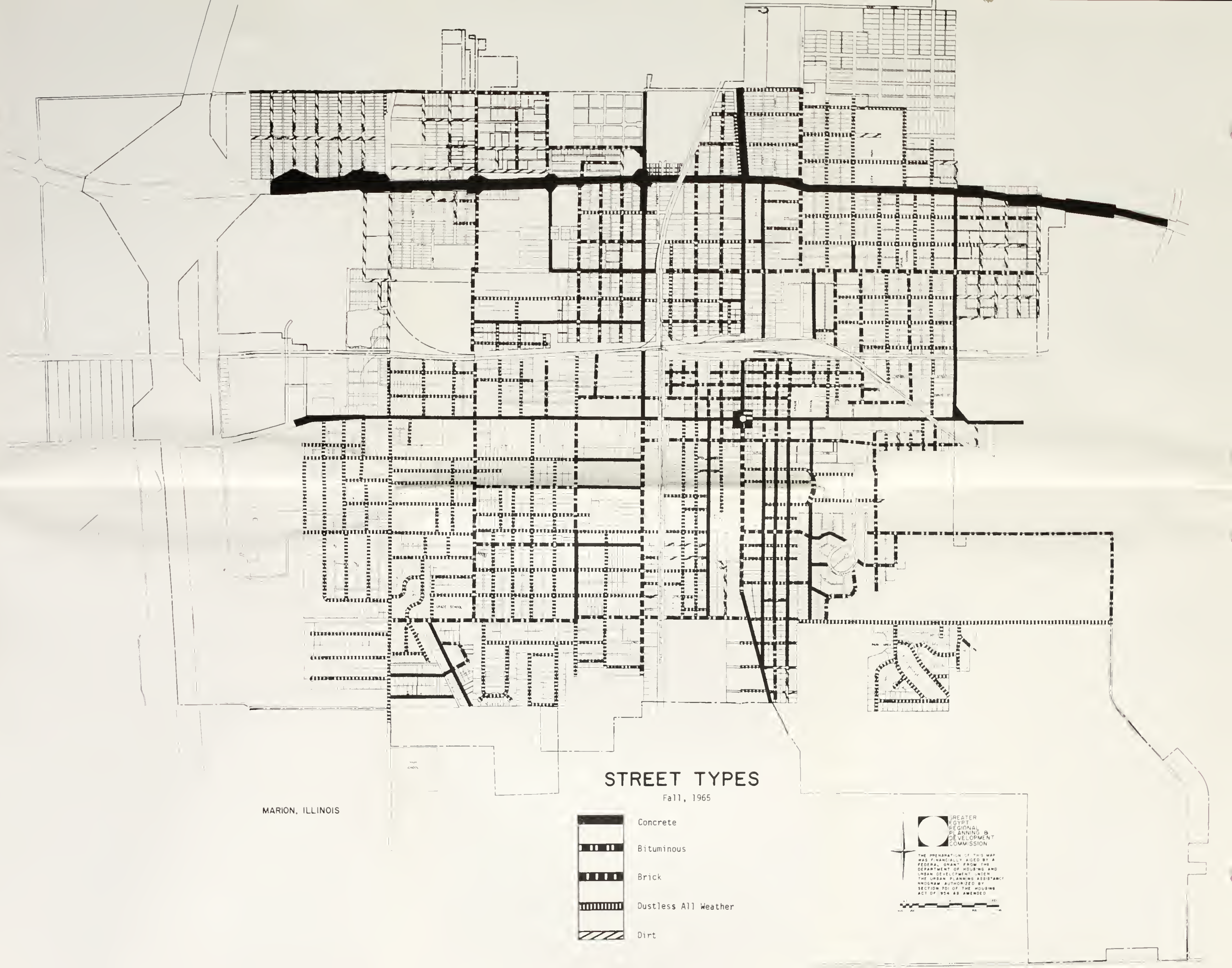

SCHOOL
GRADE
RAILROAD
STREET
GLENDALE
STREET
STREET
CARY
STREET
STREET
COR
STREET
NORTH
STREET



STREET TYPES

Fall, 1965

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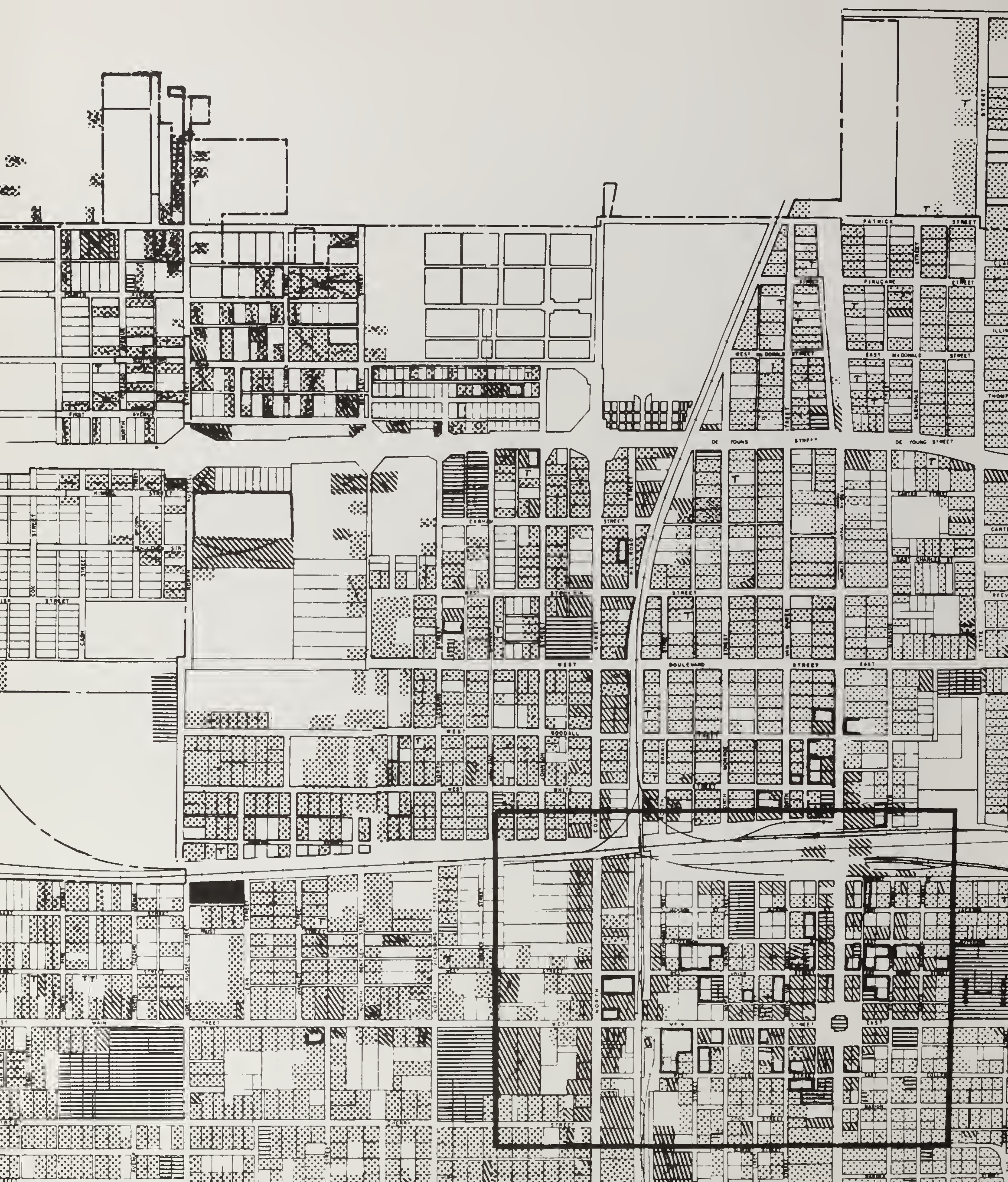
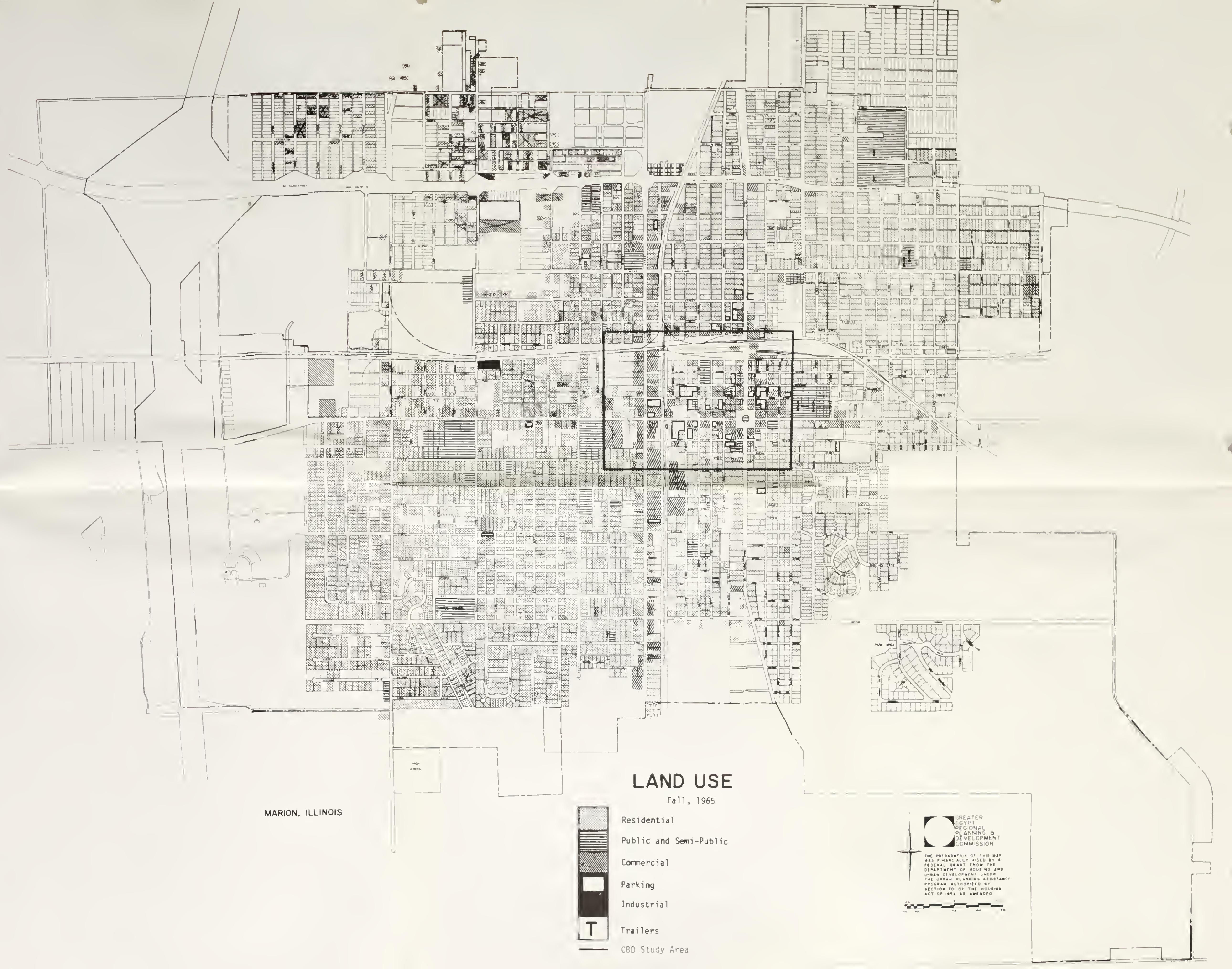

PATRICK STREET
WEST McDONALD STREET
EAST McDONALD STREET
GLENDALE
DE YOUNG STREET
DE YOUNG STREET
FIRST AVENUE
NORTH
WEST
BOULEVARD
STREET
EAST
GOODALL
WHITE
NORTH RUSSELL STREET
MAIN
NORTH



LAND USE

Fall, 1965

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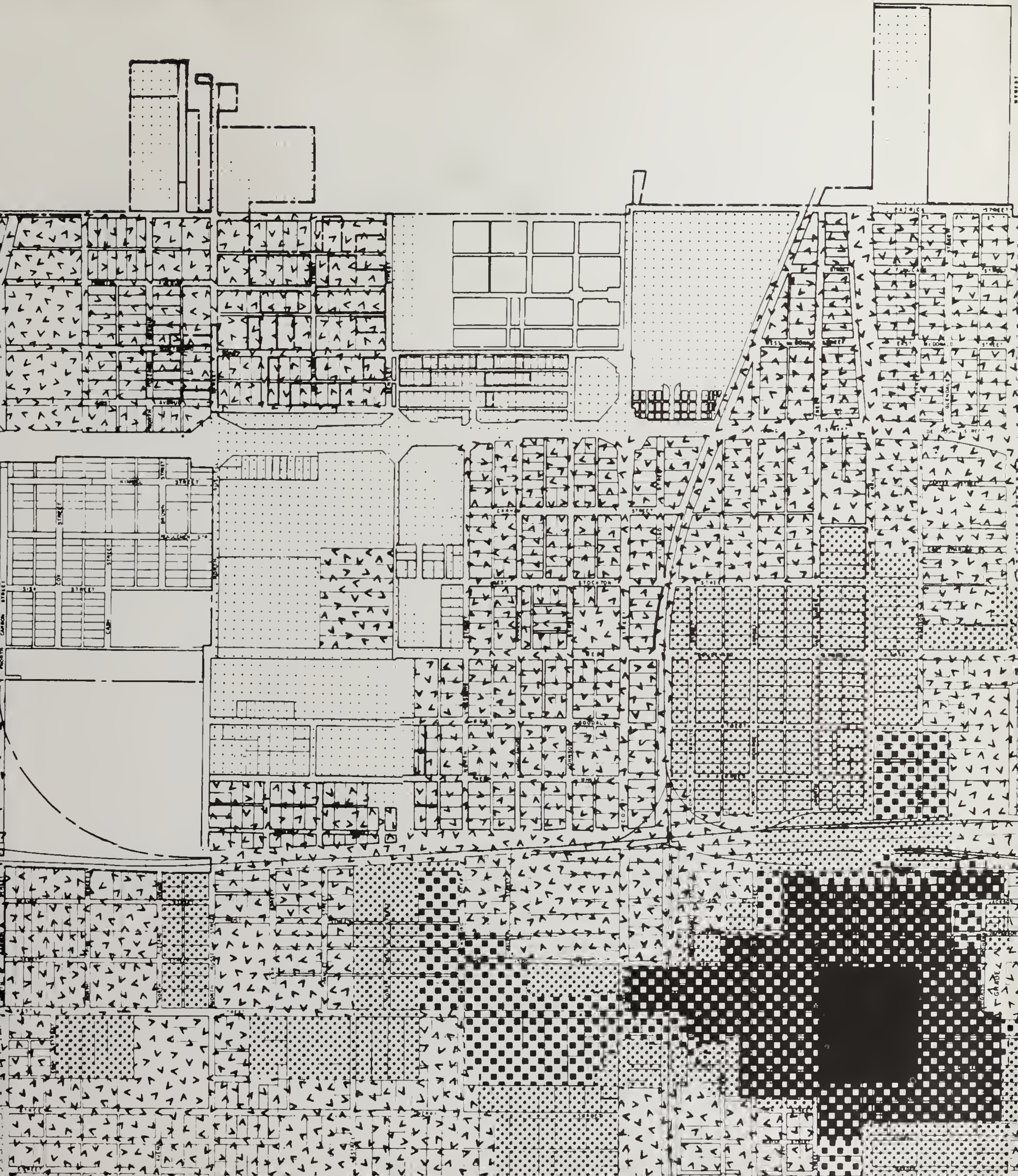
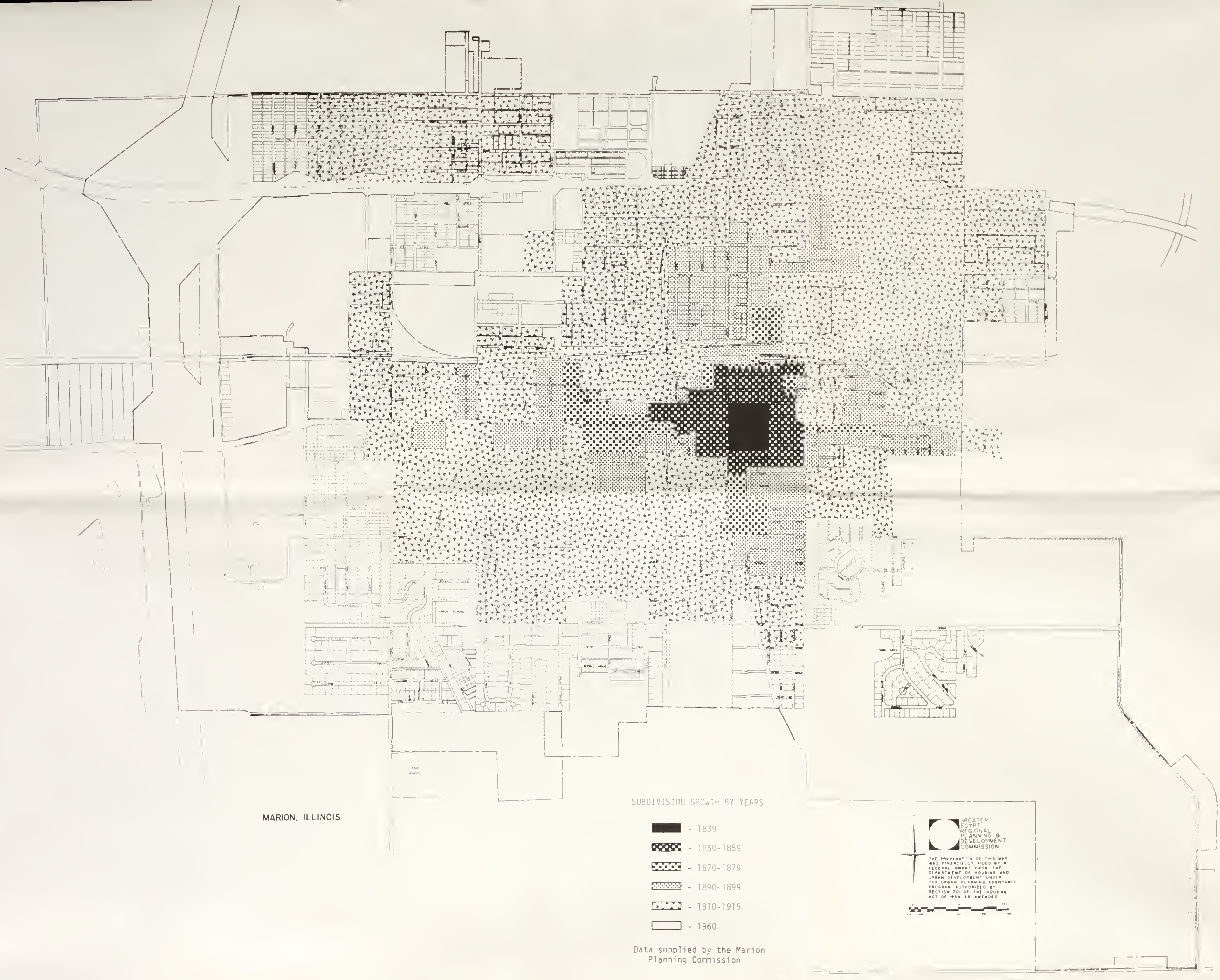

STOCKTON
GOODALL
JOHNSON
GLENDALE
CARBON STREET
COY
STREET



MARION, ILLINOIS

SUBDIVISION GROWTH BY YEARS

■ - 1839
▦ - 1850-1859
▩ - 1870-1879
▒ - 1890-1899
▨ - 1910-1919
☐ - 1960

Data supplied by the Marion Planning Commission

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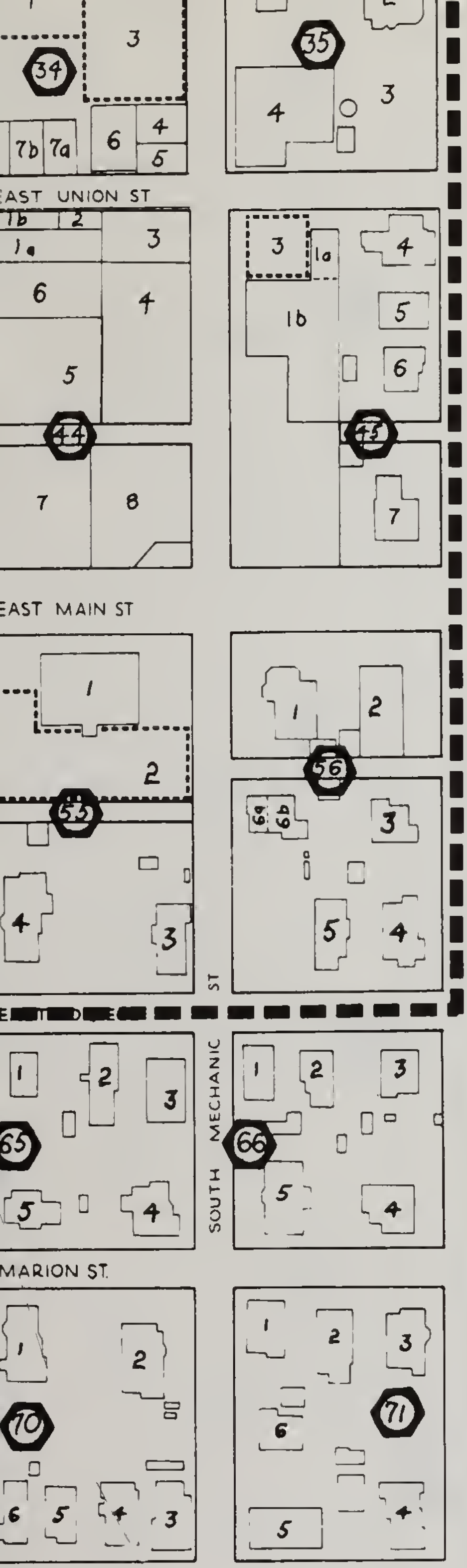

■■ STUDY PLAN AREA

✱ NOTE : REFER TO STRUCTURAL DATA TABLE , and LAND USE MAP.

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SCALE IN FEET
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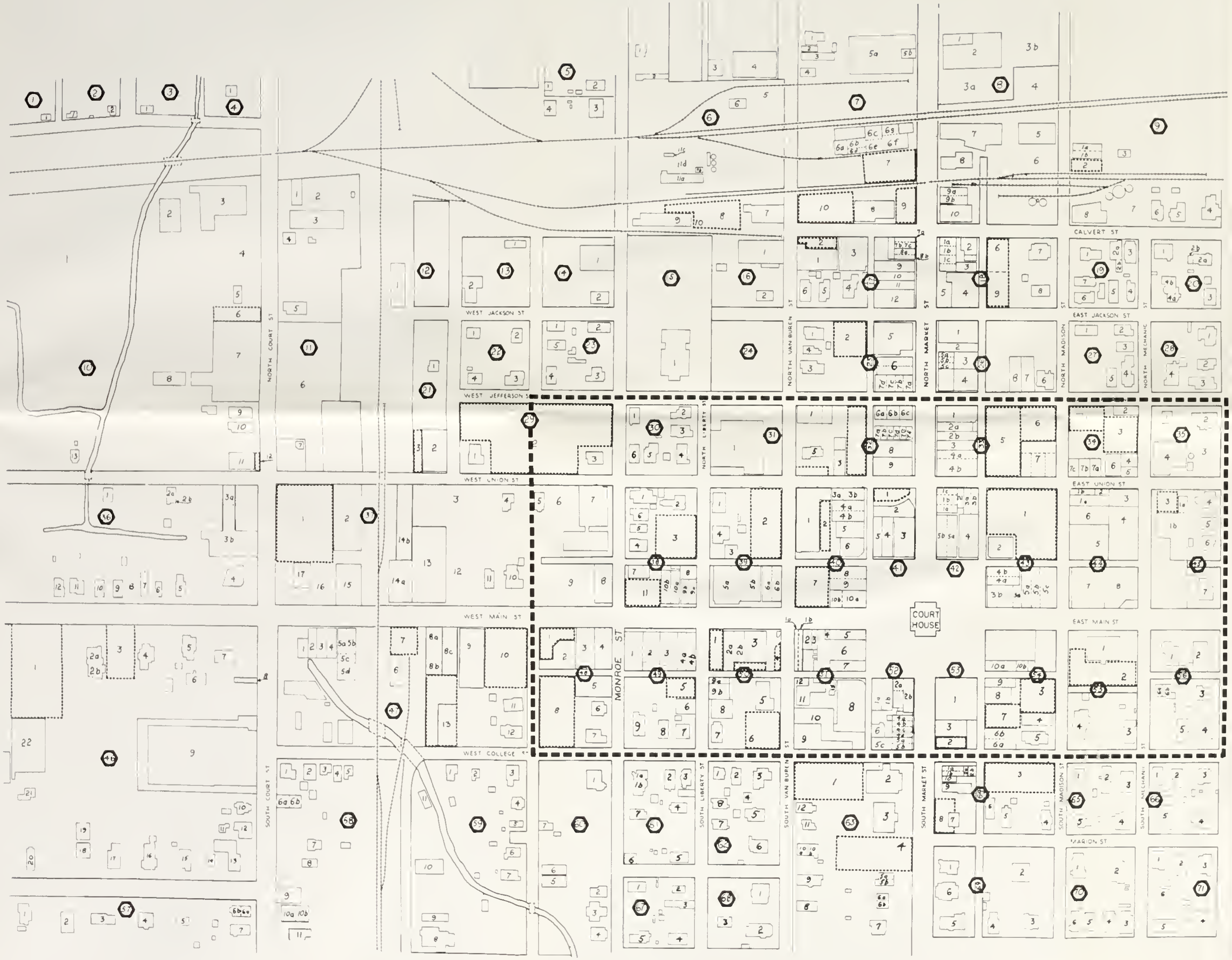

MARION, ILLINOIS

CENTRAL BUSINESS DISTRICT

BLOCKS and STRUCTURE NUMBERING SYSTEM

⑦	BLOCK NUMBER
7	STRUCTURE NUMBER
▬ ▬	STUDY PLAN AREA

✱ NOTE : REFER TO STRUCTURAL DATA TABLE, and LAND USE MAP.

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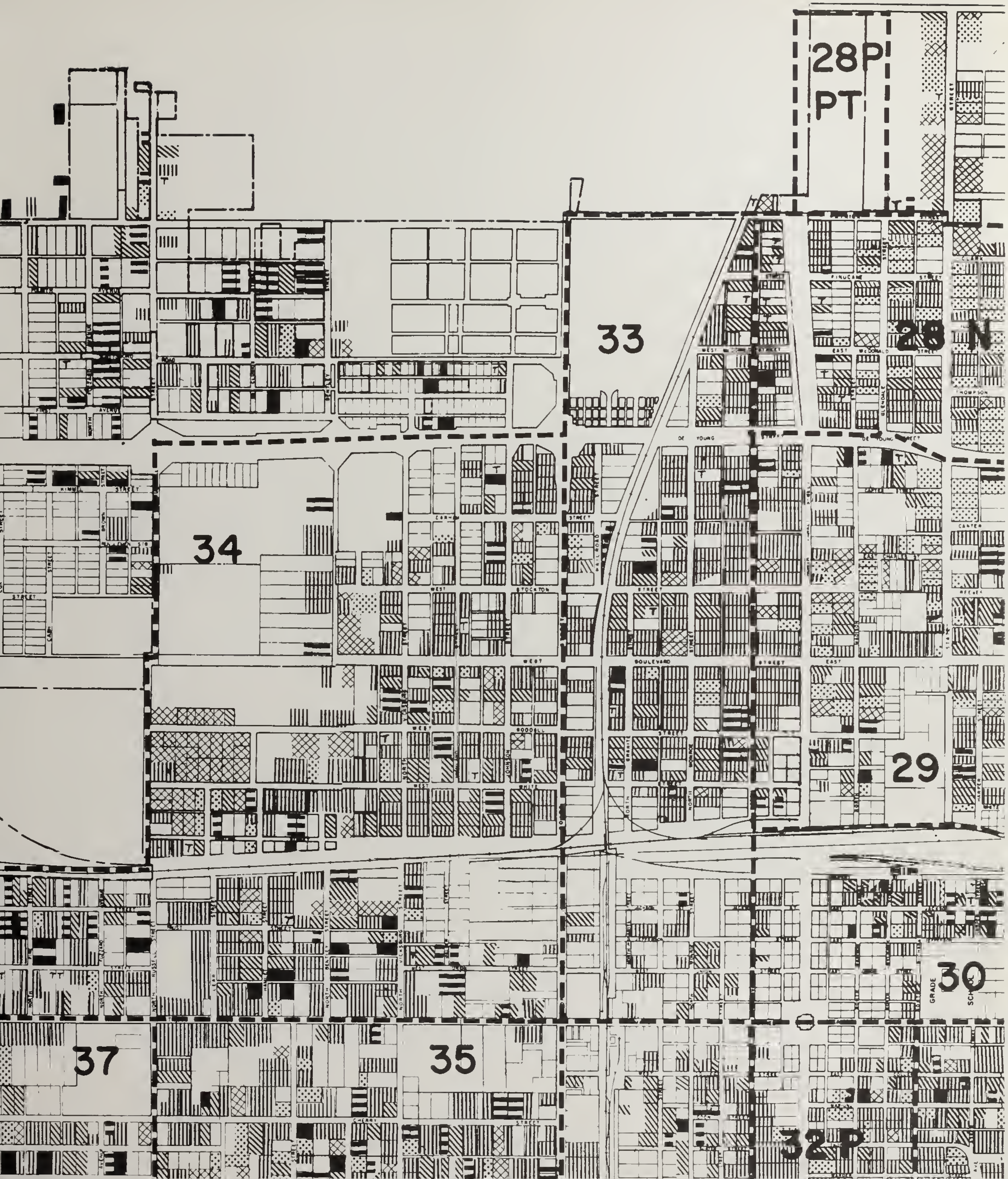
28P
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28 N
34
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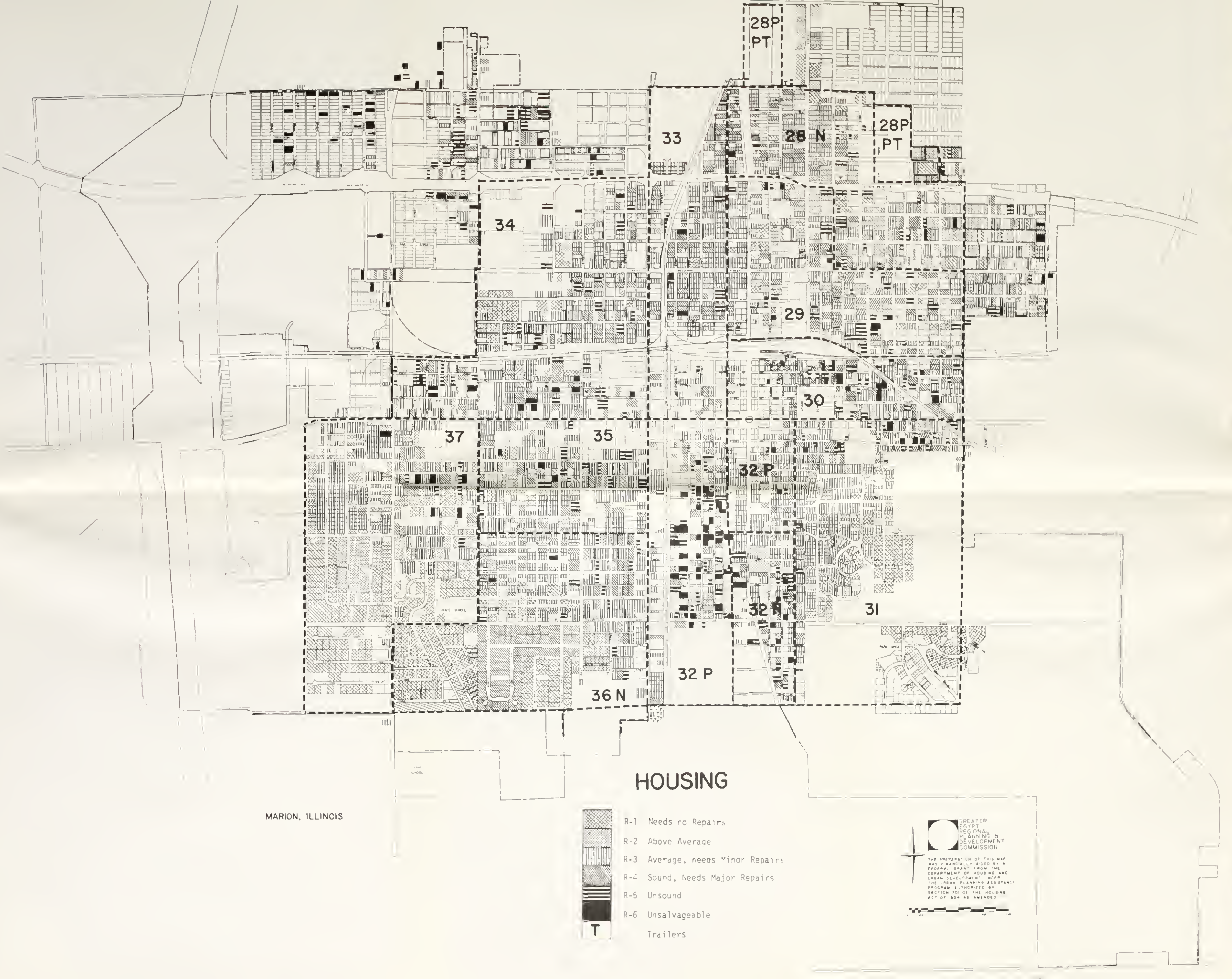
35
32P
DE YOUNG
GRADE
SCH



HOUSING

MARION, ILLINOIS

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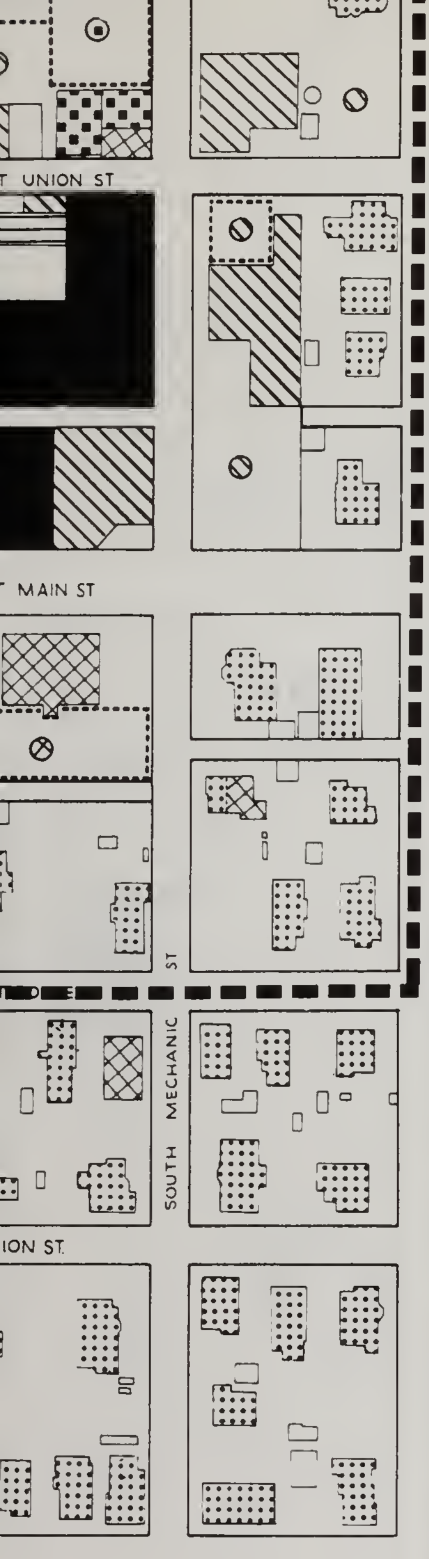

☐ 9. Undeveloped Land and Water Areas

● Public Parking

⊘ ⊗ ⊙ Parking for designated building

▬ ▬ ▬ ▬ ▬ - Study Plan Area

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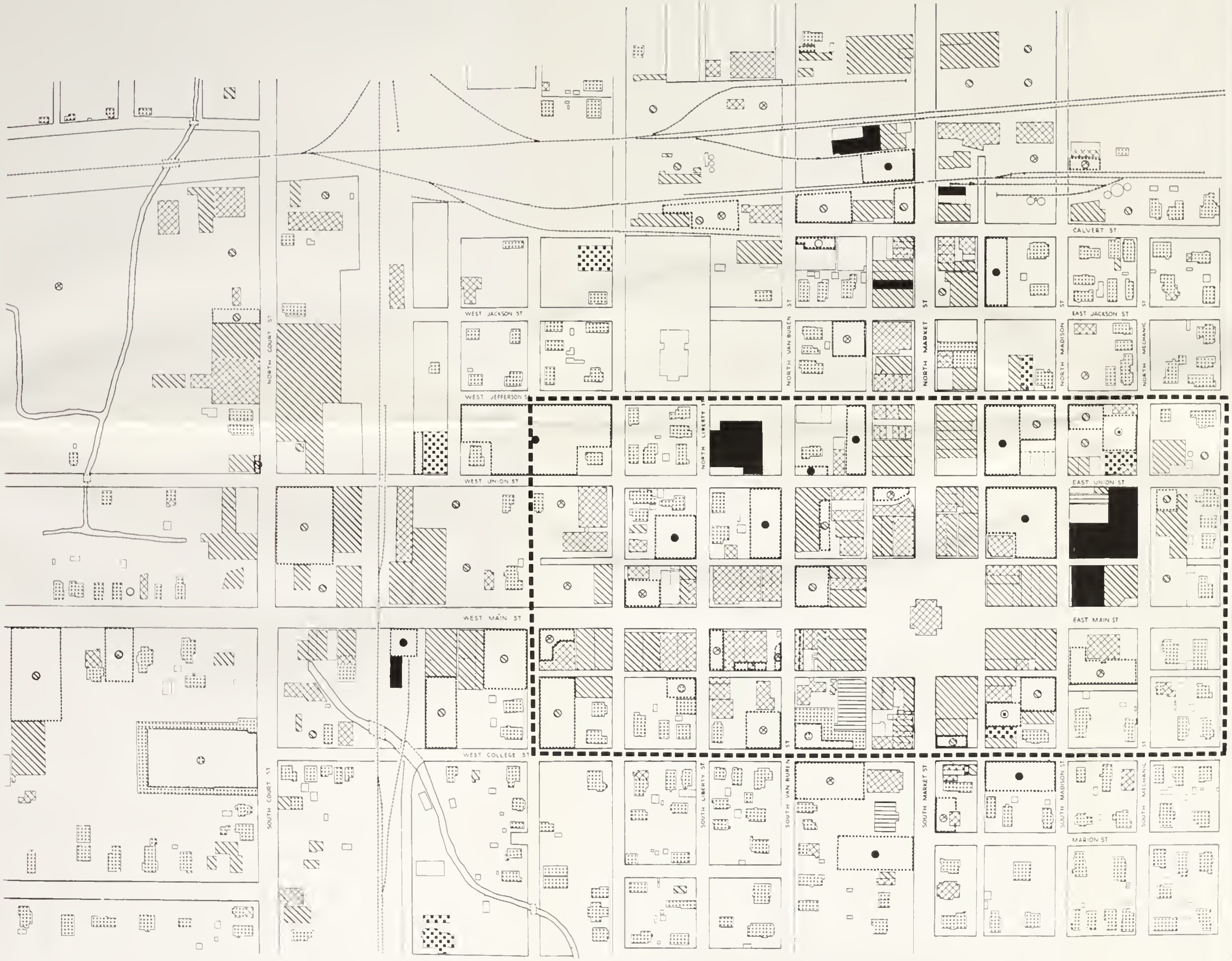

MARION, ILLINOIS

CENTRAL BUSINESS DISTRICT

EXISTING LAND USE - 1967

▒	1. Residential
⁘	2. & 3. Manufacturing
■	4. Transportation, Communication, Utilitie
▧	5. Trade
▦	6. Services
▤	7. Cultural, Entertainment and Recreation
☐	9. Undeveloped Land and Water Areas
●	Public Parking
⊘ ⊗ ⊙	Parking for designated building
▬ ▬ ▬ ▬ ▬	Study Plan Area

N

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SCALE IN FEET
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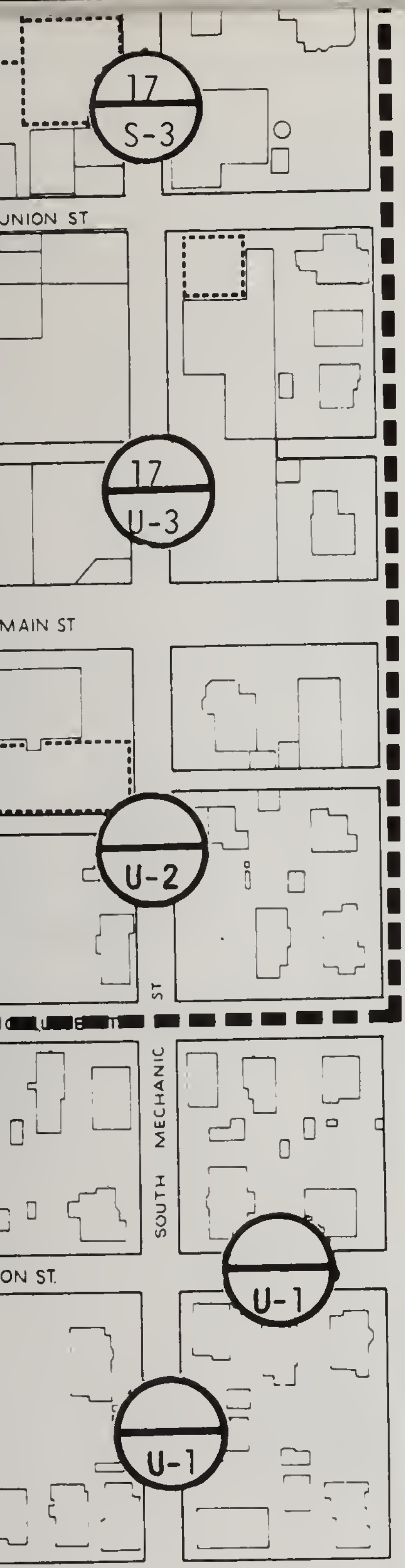

E-1

SURFACE CONDITIONS	SURFACE TYPE
E. EXCELLENT	1. CONCRETE
S. SATISFACTORY	2. ASPHALT
U. UNSATISFACTORY	3. BRICK
H. HAZAROUS	4. PEAGRAVEL-TAR

■■■■■■■■■■ - **STUDY PLAN AREA**

N

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SCALE IN FEET
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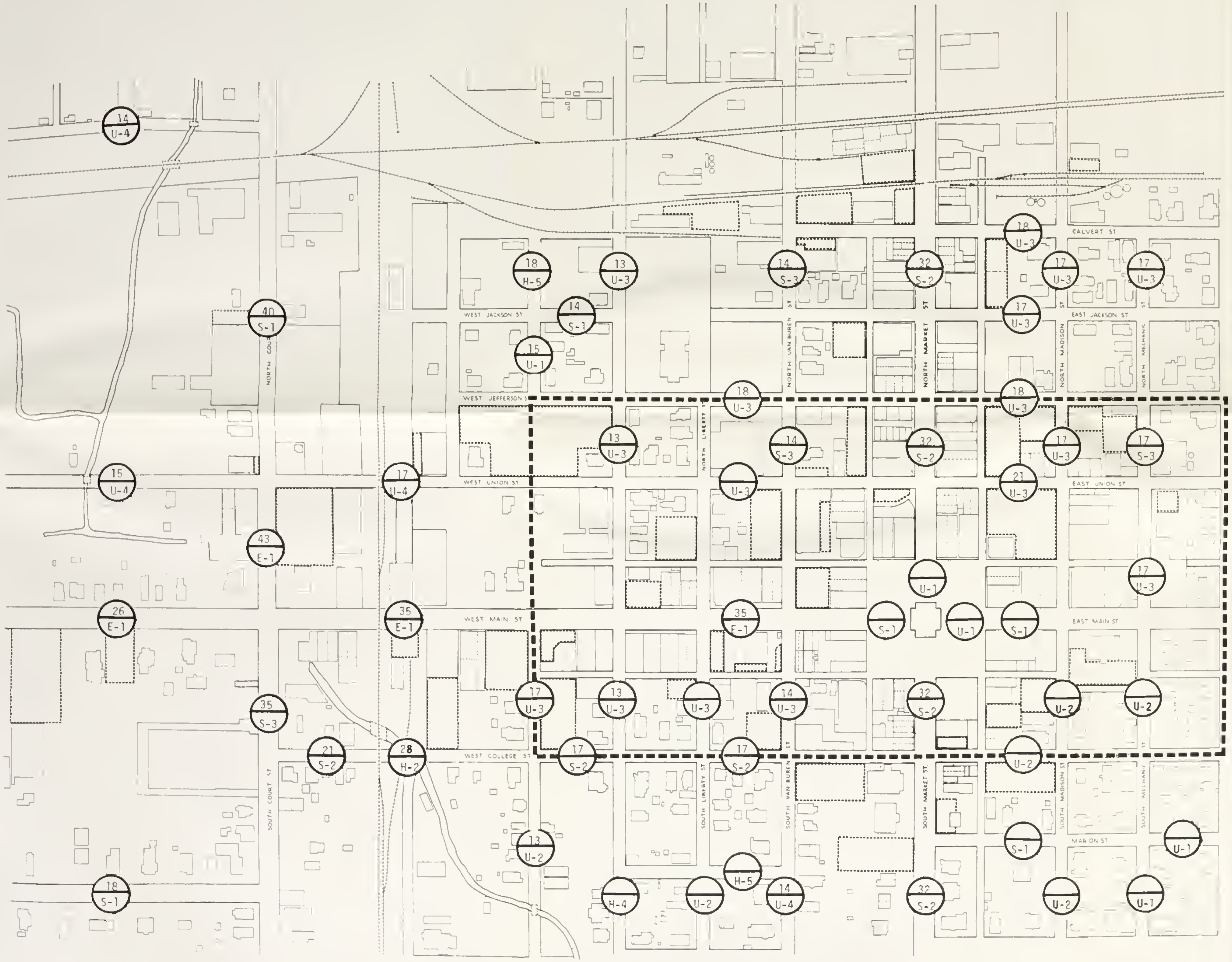

MARION, ILLINOIS

CENTRAL BUSINESS DISTRICT

EXISTING STREET CONDITIONS

SURFACE WIDTH OF STREET

35

E-1

SURFACE CONDITIONS	SURFACE TYPE
E. EXCELLENT	1. CONCRETE
S. SATISFACTORY	2. ASPHALT
U. UNSATISFACTORY	3. BRICK
H HAZAROUS	4. PEAGRAVEL-TAR

--------- - STUDY PLAN AREA

N

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SCALE IN FEET
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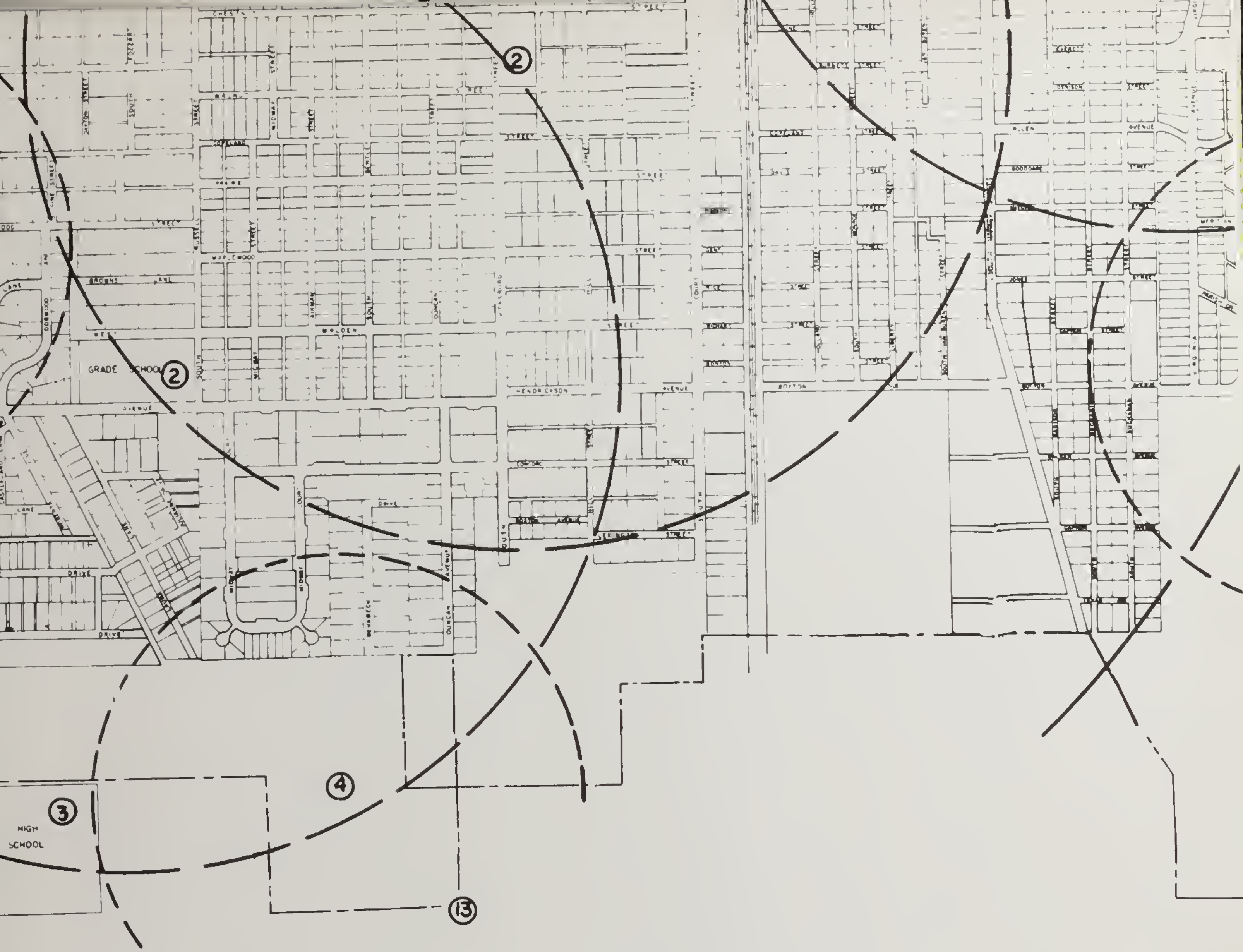
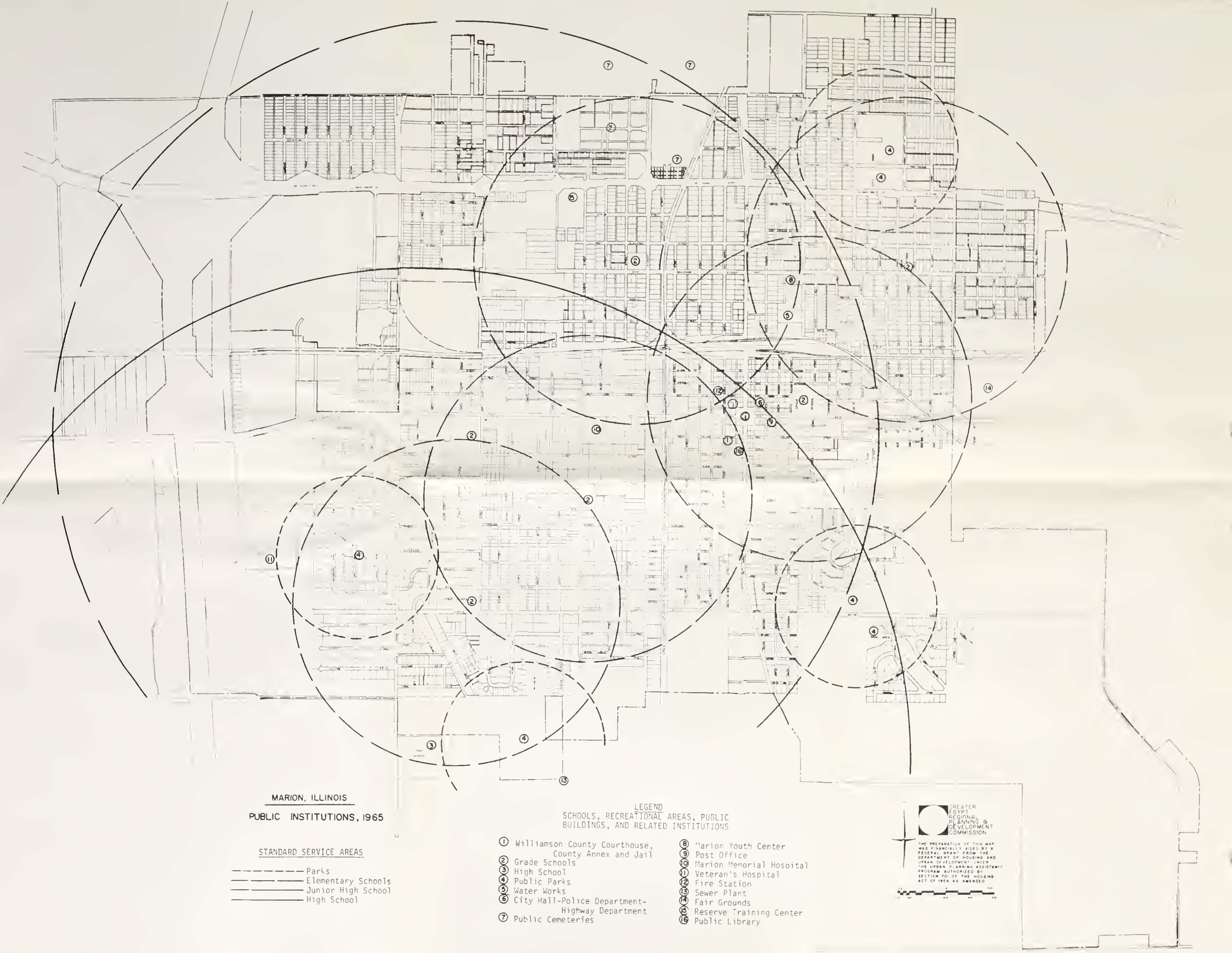


LEGEND

SCHOOLS, RECREATIONAL AREAS, PUBLIC BUILDINGS, AND RELATED INSTITUTIONS

① Williamson County Courthouse, County Annex and Jail
② Grade Schools
③ High School
④ Public Parks
⑤ Water Works
⑥ City Hall-Police Department-Highway Department
⑦ Public Cemeteries
⑧ Marion Youth Center
⑨ Post Office
⑩ Marion Memorial Hospital
⑪ Veteran's Hospital
⑫ Fire Station
⑬ Sewer Plant
⑭ Fair Grounds
⑮ Reserve Training Center
⑯ Public Library



MARION, ILLINOIS

PUBLIC INSTITUTIONS, 1965

STANDARD SERVICE AREAS

- – – – – – – – Parks
- —— —— —— Elementary Schools
- ———— ———— Junior High School
- —————— High School

LEGEND
SCHOOLS, RECREATIONAL AREAS, PUBLIC BUILDINGS, AND RELATED INSTITUTIONS

① Williamson County Courthouse, County Annex and Jail
② Grade Schools
③ High School
④ Public Parks
⑤ Water Works
⑥ City Hall-Police Department-Highway Department
⑦ Public Cemeteries
⑧ Marion Youth Center
⑨ Post Office
⑩ Marion Memorial Hosoital
⑪ Veteran's Hospital
⑫ Fire Station
⑬ Sewer Plant
⑭ Fair Grounds
⑮ Reserve Training Center
⑯ Public Library

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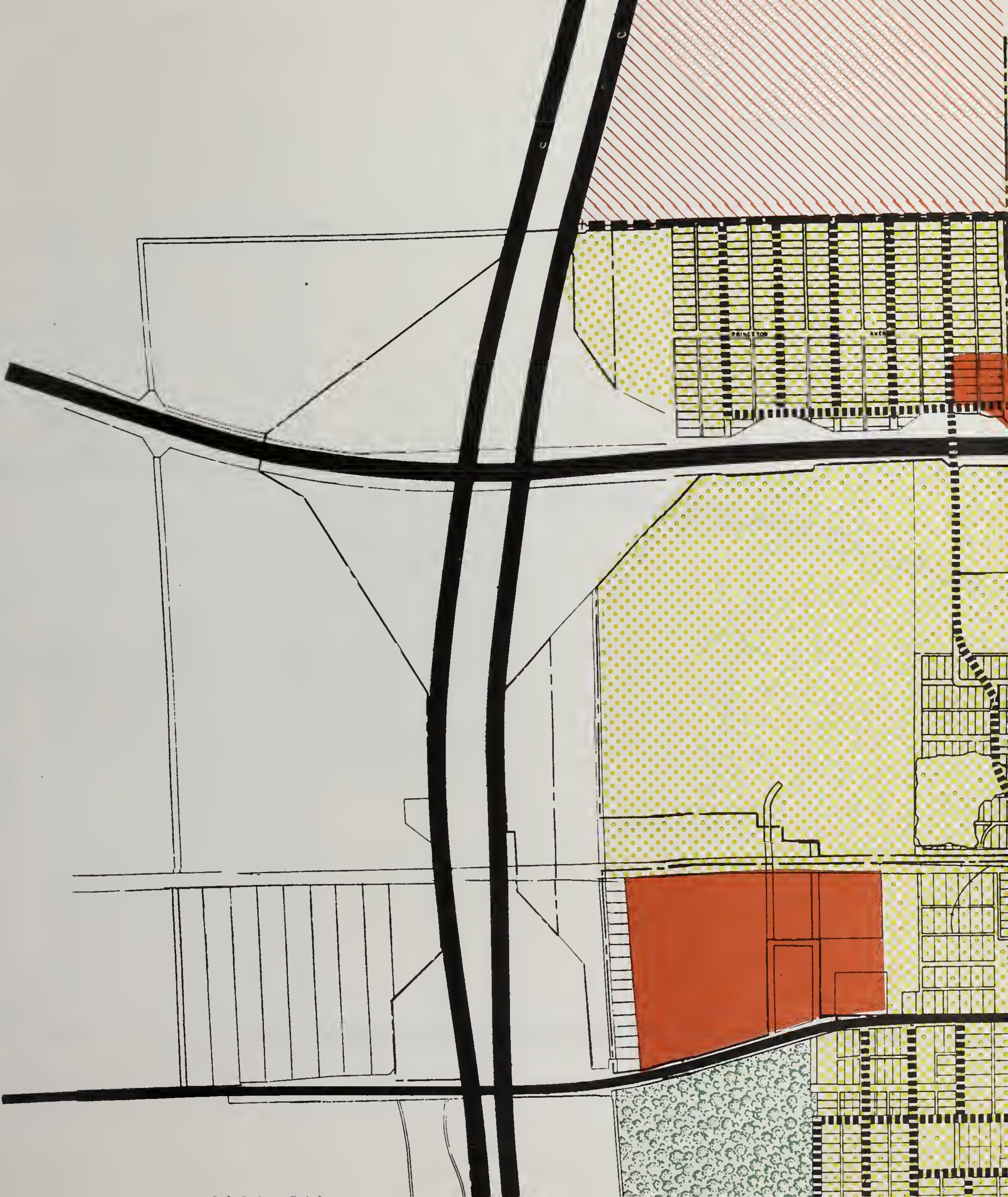
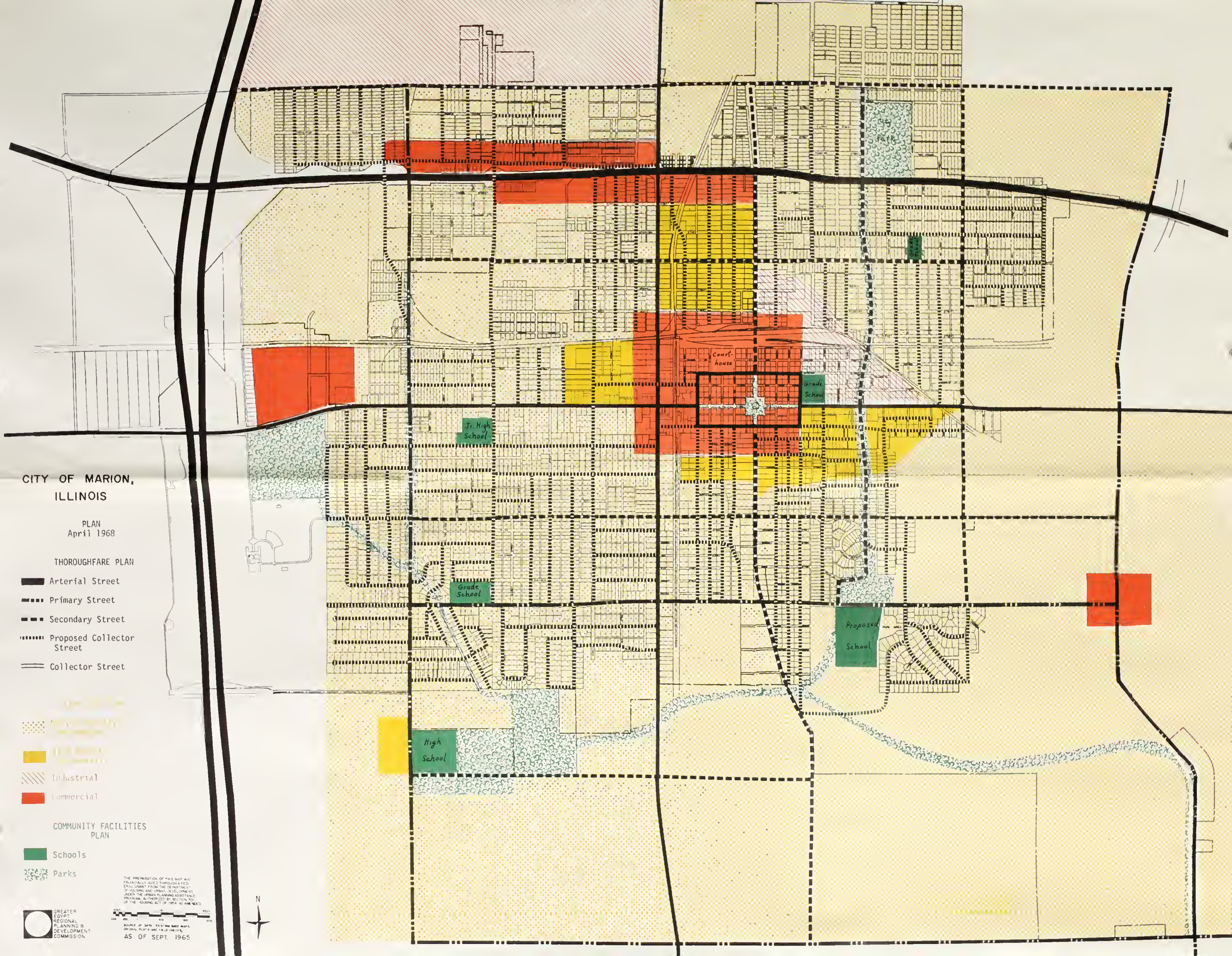

PRINCETON
AVEN



CITY OF MARION, ILLINOIS

PLAN
April 1968

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SOURCE OF DATA: EXISTING BASE MAPS, ORIGINAL PLATS AND FIELD CHECKS

AS OF SEPT. 1965

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